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[a27]

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Hongkong 16th June 1911 [527]

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No. 1	510 ft.	71 ft.	26 ft.
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[a25]

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[a663]



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[a26]

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[a760]

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[a36]

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H. HAYNES,

Manager.

Hongkong, 4th January, 1912. [157]

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TELEPHONE No. 197.

TELEGRAPHIC ADDRESS—"COMPOST,"

Hongkong.

Hongkong, 1st September, 1910. [a39]

"BRAESIDE."

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Hongkong, 4th December, 1907. [a37]

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M. J. NATHAN,

Manager.

Kowloon, 30th May, 1912. [a536]

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Developing and Printing Undertaken

Hongkong, 31st July, 1907. [576]

Friday, 14th June.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (MR. REES V. DAVIES, K.C.).

THE INSURANCE CLAIM.

The case was resumed in which the Wa Leong Cheung Kee firm claimed from the Prussian National Insurance Co. of Stettin the sum of \$22,500 alleged to be due on three policies of insurance. Mr. Eldon Potter (instructed by Mr. Davidson, of Hastings & Hastings) appeared for the plaintiffs, and Mr. H. E. Pollock, K.C., with him Hon. Mr. C. G. Alabaster (instructed by Mr. Shenton, of Deacon, Looker & Deacon), appeared for the defendants.

Mr. Pollock, in addressing the jury, said that the burden lay on the plaintiffs of proving the correctness of the items which made up their claim. After dealing with the first items he asked the jury if the plaintiffs had satisfied them that they had six boxes and two cases of silk on the first floor on the night of the fire. The question was not whether there was a stock at the time of the insurance, but what were the goods at the time of the fire. He submitted that it could not be asserted that the show case was full of goods in view of the evidence they had adduced. It was no good, he said, for a man to burn down his own house unless he were going to get the bare limit. How did the premises get afire? He submitted that no reasonable theory had been put forward which would account for the fire. He submitted too that the plaintiffs had changed their evidence since they made the original statement that a lighted lamp was left at the bottom of the stair. He submitted that defendants were entitled to their verdict.

Mr. Potter told the jury that if the fraud was not proved to their satisfaction then the only question they had to ask themselves was how much the damages should be, and the minimum of damages for the plaintiffs was the minimum put upon the goods by Mr. Lammert, defendants' own witness. He was going to say that in effect plaintiffs had goods to the value that they said they had, \$22,000. How much stock was on the plaintiffs' premises was the first question the jury had to decide. If there were fraud it did not matter whether plaintiffs had \$50,000 or \$100,000 worth of goods on their premises. The onus of proof of fraud was on the defendants throughout. Counsel argued that the books of the firms with which they did business proved the accuracy of their books. Plaintiffs had given the defendants every information, had, so to speak, thrown their cards upon the table, and the result had been an attack on the firms mentioned. Dealing with the allegation that plaintiffs had committed arson, he pointed out that defendants must prove that charge as conclusively as if the plaintiffs stood in the dock. But defendants had made the charge and did not offer any evidence in support of it. He ridiculed the suggestion put forward by the other side that the plaintiffs, taking advantage of the fire on the *Telenachus*, had lit their own fire. They could almost imagine the man sitting on the roof with a box of matches and a bundle of shavings, watching the harbour and, when he saw the fire on the ship, descending into the shop and lighting the fire. They might as well produce the nail which tore the trousers of the man coming down the spout. Counsel dealt with the allegations of fraud, and said these must be proved as if the plaintiffs were placed in the dock. Counsel had not concluded when the Court rose.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

TESTING A REVENUE OFFICER'S POWERS. His Lordship, referring to the action by Yip Man against Chan Hing, a revenue officer, for damages for illegal arrest, in which he had previously given judgment for the plaintiff on the technical assault, said the facts in the case were very simple. It was admitted that the man had no right to arrest, no right to lay hands upon any person; if he did, it was a breach of the local Ordinance. He had awarded the plaintiff \$5 damages for technical assault, the question of costs being left over. Of course, one had not much sympathy with the individual in a case like that, the man having been fined \$250 for having lottery tickets in his possession, but the common law principle had been claimed that the man was entitled to the liberty of his person. The man was entitled to his costs, and he gave him costs on the lowest scale.

WITTED. In the case of Wong Ah Kwai v. C. H. Parkinson for \$800, Mr. Harris, who appeared for plaintiff, said his instructions were to withdraw the case, as matters had been arranged with the defendant.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

BIRTHDAY HONOURS.

LONDON, June 14th.

The King's Birthday Honours List has been published.

PEERAGES.

Peerages of the United Kingdom are conferred on
The Earl of Carrick,
Field Marshal Sir William Nicholson,
Sir Francis Channing,
Sir Thomas Borthwick.

The following are made Privy Coun-
cillors:—

PRIVY COUNCILLORS.

Lord Richard Cavendish,
Sir Henry Primrose,
Mr. C. F. Masterman, Home Secretary,
Mr. Brynmor Jones,
Sir James Dalziel,
Sir Albert Spicer.

BARONETS.

Nine Baronets are conferred. The
new baronets include:—

Mr. G. H. Cloughton, Chairman of
the London and North-Western Railway.
Mr. H. L. Tangye, Deputy Chairman
of Tangy's, Limited.

Sir Alexander Cross, senior partner in
Alexander Cross & Sons, Glasgow.

Dr. R. J. Godlee, Hon. Surgeon-in-
Ordinary to the King.

Lieut.-Colonel Poe, C.B. who has been
prominently identified with land and
railway questions in Ireland.

Mr. W. P. Beale, M.P. for South
Ayrshire.

Mr. Stuart Samuel, M.P. for White-
chapel.

KNIGHTS.

There are twenty-five Knights, includ-
ing:—

Mr. N. W. Helme, M.P. for Lancaster.
Mr. J. M. McCallum, M.P. for Paisley.

Mr. L. O. E. Dowdale, Head of the
Administrative Department, Colonial
Secretary's Office, Ireland.

Mr. W. Haldane, W.S., Crown Agent
for Scotland and Prison Commissioner.

Mr. G. Hutchinson, Head of the pub-
lishing house of Hutchinson & Co.

Mr. A. P. Inglis, Consul-General at
Paris.

Professor B. G. A. Moynihan, Pro-
fessor of Clinical Surgery, Leeds Uni-
versity.

Mr. A. J. Parish, Naval Instructor.
Lieut.-Colonel Prain, Director of
Royal Botanic Gardens, Kew.

Professor H. Read, St. Andrew's Uni-
versity.

Mr. Whitworth Wallis, F.S.A.
Mr. Frederick Green, Director of the
Orient Navigation Company and Suez
Canal.

HONOURS FOR OFFICIALS IN

THE EAST.

Mr. E. D. H. Fraser, C.M.G., Consul-
General at Shanghai, receives the
K.C.M.G.

Mr. R. J. Wilkinson, Colonial Secre-
tary, Straits Settlements, Mr. H. Bonar,
Consul-General at Seoul, Mr. H. Goffe,
former Consul-General at Hankow, Mr.
J. Carey Hall, Consul-General at Yoko-
hama, Hon. E. Scott, First Secretary of
the British Legation at Peking, Mr. F.
E. Wilkinson, Consul-General at Nan-
king, receive the C.M.G.

The Dato Mahomed B. Mahbob, of the
Johore Secretariat, is made an honorary
C.B.

OTHER HONOURS.

The honorary Grand Cross of St.
Michael and St. George has been con-
ferred on Said Pasha, Premier of
Egypt.

Mr. C. E. Mallet, Financial Secretary
to the War Office, and Mr. Walter
Langley, assistant Under-Secretary of
State in the Foreign Office, are made
Commanders of the Order of St. Michael
and St. George.

The Cross of the Order of the
Bath has been conferred on General
Barker, of the Seaforth Highlanders,
and General Tucker, of the Staffordshire
Regiment.

Mr. R. A. Redmayne, H. M. Inspector
of Mines, and Mr. E. Gosse, librarian
to the House of Lords, are made Com-
panions of the Order of the Bath.

Mr. McBride, Premier of British
Columbia, and Mr. Roblin, Premier of
Manitoba, have been made Commanders
of the Order of St. Michael and St.
George.

THE MAGISTRACY.

For returning from banishment, a Chi-
nese was sentenced to six months' hard
labour.

On a charge of failing to obliterate
stamps of receipts, a female rent col-
lector was fined \$5. She said she did not
know the law.

A Chinese was fined \$25 for obstruc-
tion, in Centre Street. Another defen-
dant, for sawing timber in D'Aguilar
Street, was fined \$10. Two other fines of
\$10 were inflicted for obstruction.

Before Mr. Irving, at the Magistracy
yesterday, a Chinese woman was charged
with being in unlawful possession of two
tools of opium. The Magistrate inflicted
a fine of \$30, the alternative being a
month's imprisonment.

A Chinese was charged with sell-
ing fish without a permit in Sai-
Ying-Poon Market. Defendant said
he was talking to the foks in the
stall when a girl came up and
bought some fish, which he (defendant)
gave to her. Sergeant Adlington infor-
med the Magistrate that complaints had
been received from the stall-holders in
Sai-Ying-Poon and Shek-tong-tui mar-
kets that people of the type of defen-
dant were spoiling their trade, as they had
to pay nothing for licences. Defendant was
fined \$10 or 14 days.

A Chinese contractor was charged with
blasting stone in Market Street, Kowloon,
without having the charge sufficiently
covered to prevent the fragments being
projected in such a manner as to damage
the public latrine in Market Street. De-
fendant pleaded guilty. The damage,
according to the Public Works Inspectors,
amounted to about \$100. One of the
Inspectors said he did not think the acci-
dent was due to careless blasting. He
was quite within his rights in blasting
there. Defendant, who had given a guar-
antee to repair the latrine, was cautioned.

Mr. Melbourne had before him three
Chinese charged with assaulting another
Chinese. Mr. Otto Kong Sing appeared
for the defendants. The wife of the com-
plainant stated that the defendants left
a tin in a passage off Aberdeen Street.
She stumbled over her husband that the
defendants had kicked her. A struggle
took place between the complainant and
the defendants, who were arrested by a
number of lakongs who appeared on the
scene. Defendants denied having as-
saulted the complainant. One of them
said he saw complainant and his wife
assaulting the first defendant. The first
defendant and the complainant and his
wife were bound over in \$100 to be of
good behaviour for six months. The
other defendants were discharged.

BOMBAY SILVER CORNER.

A Bombay telegram dated the 21st ult.,
appearing in a Calcutta paper, says:—
Great interest is felt in Bombay by the
conclusion to which the silver group have
just brought their operations. They
have sold their enormous holding and the
corner is at an end.

Mr. Chunilal Surya, leader of the
group, said in an interview with the
Times of India representative last night
that the Government of India was
suspected of buying, but they could not
be sure of it. Mr. Chunilal said that
about thirty people were concerned in
the group. Their investments amounted
to three crores of rupees, two more crores
being afterwards available. Two crores
of stock were disposed of gradually and
the remainder was sold 10 days ago, the
profit on the whole transaction after
paying interest being no less than 25
lakhs.

The stock was bought at an
average of 25d. and was sold for 27½d.,
the interest costing the speculators about
a penny. The stock which has been dis-
posed of is now distributed among about
100 stockholders. All loans in Bombay
on silver have been paid off, the effect
being that the Indian Specie Bank shares
have risen from 52 to 55.

Another speculator, who gave details
of the operations, said that if the Govern-
ment of India had chosen to purchase
the stock of silver in the hands of silver
speculators in February, 1911, they would
have got it very cheaply, as cheaply as
20d. an ounce. It is at this price that
the Government is suspected of buying
in the London market, and before the
Government purchases are over prices
are likely to go up to 32d. an ounce, for
the whole world now is operating for
the rise, as may be seen from the London
bullion brokers' certificate. America is
taking advantage of the market and is
selling very sparingly its own production.
China has to buy silver very
largely for large loans she is going to
contract in the near future, and it is
really now a competition between the
Chinese Government and the Government
of India in the purchase of silver. It
seems at present that the Government will
require about six millions of silver
annually for the next ten years to
replenish the silver currency, and China
will require about 10 crores of silver
annually to meet the vast development
of trade and fresh capital that is to be
poured into the country for various
reasons.

Calcutta operators are largely interest-
ed in the rise of silver now compared
with the Bombay market. Although the
Government of India are suspected of
being buyers on the London market, there
is no reliable confirmation of the rumour
and the delay in confirmation and re-
ported increase of Rs. 22 lakhs in the
rupee portion of the Paper Currency
Reserve had a depressing effect upon the
silver market.

Dominions beyond the seas or to other
countries. There are no official statistics
available as to Japanese emigration, but
placing it at the extreme figure of two
millions the population of the United
Kingdom would still show a larger
increase than that of Japan. As regards
density of population there is a great
similarity between the two countries, the
United Kingdom having 363 persons per
square mile and Japan 336 persons. As
regards cultivated area, however, there
is a wide difference. The United King-
dom, with a total area of four-fifths of
its surface available for one purpose or
another, has a cultivated area equal to
two-fifths of the total extent. In Japan,
according to a writer in the *Oriental
Review*, only one-tenth of the area can
be cultivated. It would probably be
more correct to express this as the pro-
portion that has been brought under
cultivation, for the Hokkaido, with a
population of only 31 persons to the
square mile, has as yet been little
touched, the fact being that places not
adapted for the cultivation of rice are
apt to be considered as useless. The total
area under rice is nearly double that
devoted to the cultivation of other
cereals, and is equal to the total area
of land devoted to all other crops. Thus,
when it is stated that the Japanese
population has to be supported on the
production of 12,700,000 acres, what is
meant is that this is the area under
cultivation, not that Japan's available
resources only extend to that amount.
The United Kingdom, it may be men-
tioned, has about eighteen million acres
of arable land, but at least as much
again in pasture. In Japan pasture
land has been little developed. Japan's
food problem, therefore, does not seem to
have arisen from any abnormal growth
in her population, but rather from a
disinclination on the part of the agricul-
turalists and the people to take advantage
of the resources of the country or to
reform their methods of living in
accordance with the changes of the
times. The increase in the population is
not likely to continue at the rate of the
past thirty years. Already there is a
noticeable decline in the number of
early marriages, no doubt occasioned by
the greater difficulty experienced in
earning a livelihood, and in course of
time it may be expected that the people
will accommodate themselves to the
changing conditions consequent upon the
transition from a purely agricultural to
an industrial state. One cause of the
difficulty that has arisen is that Japanese
statesmen hardly seem to grasp the new
developments that have come over the
country and have unconsciously tended
by their actions to make the transition
state even more onerous than it would
naturally be. The import duty on rice,
an ill-advised measure taken after the
war, has yielded but a small return to
the Treasury, while it has pressed hardest
on the very people least able to bear
the pressure—the poorer classes, whom nec-
essity, not choice, compels to eat imported
rice. The duty has now been reduced,
although only temporarily, but probably
if this has the effect anticipated it will
be finally abolished.

The German mail of the 15th May
was delivered in London on the 13th
June.

We learn that a sailor of H. M. S. *Clio*
has been killed at Canton, but no details
are to hand.

There was an increase of \$170,000 over
the estimate in the revenue from land
sales in the Colony last year.

The steamer *Kanous*, which grounded
on Thursday morning on a sandy spit
just off the ferry wharf at Kowloon, got
off about eight o'clock the same evening.
She is now alongside the wharf dis-
charging.

A general meeting of the Hongkong
General Chamber of Commerce is
advertised for Wednesday, July 3rd, to
consider the expediency of forming an
Association of Exporters and Dealers
under the auspices of the Chamber.

From the Report on the Finances of
the Colony for 1911, laid on the table of
the Legislative Council on Thursday, we
learn that the total revenue last year
was \$7,497,231, which is \$410,545 in ex-
cess of the estimate and \$533,392 in
excess of the revenue for 1910.

The Rev. H. O. Spink, who is retiring
from the charge of St. Andrew's Church,
Kowloon, leaves with Miss Spink for
Home by the *Korra* next week. Their
departure is much regretted in Kowloon.
Mr. Spink's successor will be the Rev.
N. C. Pope, M.A., of St. Matthew's,
St. Leonard-on-Sea.

With reference to the paragraph which
appeared a day or two ago stating that
Mr. Christopher Wilson, solicitor, had
been admitted to practice in H.B.M.'s
Supreme Court, Shanghai, we are in-
formed that Mr. Wilson, who is with Mr.
M. J. D. Stephens, will continue to re-
side and practise in Hongkong as heret-
ofore.

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DEATH.

On June 12th, at 7.10 p.m., at the Civil
Hospital, JOHN BYRON SCOTT, of Hong-
kong, aged 50 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, JUNE 15TH, 1912.

THE increase in the population of
Japan since the opening of the country
is a phenomenon that has often been the
subject of remark, and now that Japan
is being troubled in regard to her food
supplies attention has again been drawn
to the subject. Reliable statistics as to
the population of Japan Proper are not
obtainable prior to 1882, when the figures
stood at 37,185,492. During the 30 years
that have elapsed since then the popula-
tion has increased by 14,405,750, the
figures now being 51,591,242. At first
sight this appears a very startling
increase, since it amounts to nearly half
a million a year, but when we come to
compare it with countries similarly
situated it would appear that there is
nothing abnormal in such an increase in
the case of a progressive country. Thus,
taking the case of the United Kingdom,
we find that in 1882 there was a popula-
tion of 35,241,482; roughly some two
million less than Japan. The present
population of the United Kingdom,
according to the latest census is
45,003,423. This gives an increase of ten
millions in round figures, compared with
Japan's fourteen millions. Before we
can arrive at a true estimate, however,
another factor has to be taken into con-
sideration, and that is, the amount of
emigration from both countries. In the
case of the United Kingdom this is very
heavy. Roughly it may be said that
during the 30 years from 1882 to 1912
some 6,700,000 persons have emigrated
from the United Kingdom to the British

MOTOR CAR TRAFFIC IN HONGKONG.

VALIDITY OF NEW REGULATIONS QUESTIONED.

TEST CASE AT THE MAGISTRATE.

The new regulations made by the Governor-in-Council under the Traffic Ordinance, prohibiting the use of certain roads in the Colony by motor cars, were the subject of a test case at the Magistrate's Court yesterday.

A motor proprietor named C. Lauriston appeared before Mr. Irving charged with having, on June 10th, driven a motor car along Caine Road, in contravention of the new regulation.

Mr. J. H. Kemp (Crown Solicitor) appeared to prosecute, and Mr. F. B. L. Bowley represented the defendant.

Detective Sergeant Appleton stated that on June 10th, at 5.52 p.m., he saw the defendant driving motor car No. 9 along Caine Road, going in the westerly direction, just near Ladder Street. He took the number of the car.

Cross-examined by Mr. Bowley, the witness said he was on the detective staff, but it lay with the whole of the police to see that the Ordinances of the Colony were carried out. On June 9th he was told by the Superintendent to warn the defendant and others that the new regulations had come into force.

Mr. Bowley asked the time you saw this car, was it being driven furiously or to the danger of the public?

The witness—No.

Were the occupants of the car behaving in disorderly or noisy fashion?—No.

Was the car creating a public nuisance of any sort?—It was committing a breach of the regulations.

Was it creating a public nuisance at the moment when you saw it?—Well, there were three cars proceeding practically behind one another. It might have been a nuisance if any children had been in the road. There are sharp points in the road near there.

Was there any more risk in driving the car in the manner you saw it driven than there would have been if anyone had driven a dog-cart along there?—Well, a motor car drives faster than a dog-cart.

How fast was the car travelling?—About seven miles an hour.

Witness, replying to further questions, said that during the twelve years he had been in the Colony he had never heard of an accident with a motor car occurring in Caine Road. He had heard of accidents taking place in the Colony, but could not say exactly in what places.

The licences produced were issued by the Captain Superintendent of Police. One permitted the defendant to let the motor car out for hire for one year up to June 30th next, and the period.

It examined by Mr. Kemp, the witness said regulations were issued in April, 1911, prohibiting motor cars from using certain streets. Other motor cars, in other places, had made themselves public nuisances.

Mr. Bowley—Hence these tears!

Evidence was given by the defendant.

Mr. Bowley—Does not the condition of your licence give you the right to drive on these roads for a year?—Yes.

On the licence were certain prohibited roads?—Yes.

Those prohibited areas did not include the roads along which you drove on Monday afternoon?—No.

You drove along the Caine Road and so along the Pokfulam Road until you came to the junction of the Pokfulam and Jubilee Roads?—Yes.

Did you then turn into the Jubilee Road and drive along the whole length of the road?—Yes.

Mr. Irving—Is that the Pokfulam Road which runs along past the Christian cemetery?—Yes.

The Jubilee Road runs along the lower level?—Yes.

His Worship—It goes along the seashore until it joins the tramline?

Mr. Bowley—Well, you could hardly say that; it is the road nearest the sea.

To the witness—This is the road which you and your drivers have been using ever since you started business?—Yes.

Is there any road suitable for motor-car traffic between the Murray Barracks and the University, other than the Caine Road?—No.

Is there any road other than Caine Road to the University which does not go through Chinatown?—No.

Have you ever met with an accident while driving along Caine Road?—No.

Have you ever heard of an accident caused by a motor-car on Caine Road?—No.

Have you ever met with an accident while driving along the Jubilee Road?—No.

Have you ever heard of any such accident on the Jubilee Road?—No.

Mr. Bowley then read the reference to Jubilee Road contained in a Report of the Director of Public Works, in 1903 (which is reproduced in another column).

To the witness—From your practical experience, is it a road suitable for motor-cars?—Yes.

Is it a reasonable road for motor-car driving, with a careful driver?—Yes.

Is every motor-car driver in the Colony required to pass an examination by the police as to his competency?—Yes.

Can the Captain Superintendent of Police revoke the licences at any time?—Yes.

What is the extreme width of your biggest car?—Six feet, outside measurement.

The road is sixteen feet wide and two cars can pass comfortably?—Yes.

Is the Caine Road route dangerous to motorists?—No.

Which road would you prefer to drive along, Caine Road or Des Vaux Road?—Caine Road.

His Worship—It is safer?—Yes.

Mr. Bowley—Is the course of your driving, have you ever driven over any animals?—No.

Not even over a blind kitten?—No.

While driving along the Jubilee Road on the day in question, did you meet any one?—I met a gentleman riding a horse and two grooms who accompanied him.

Did you have any difficulty in passing those horses?—No.

You did not meet a single individual until you got round near Green Island, when you met a ricksha?—No.

After the ricksha, you met one pedestrian on the slope down to Kennedy Town?—Yes.

Did you notice that the road was grass-grown in places and that in others it was badly in need of repair?—Yes.

Are the gradients on the old Pokfulam Road very much heavier than on the Jubilee Road?—Yes.

Has it had corners?—Yes, just as bad as the Jubilee Road.

Is there a bridge just below the Dairy Farm which has a nasty double turn to it, and which is very narrow?—Yes.

And is there a very heavy gradient from the bridge to the junction with Jubilee Road, the heaviest gradient on any road in that locality?—Yes.

I take it that, in your opinion, the Jubilee Road is much safer than the old Pokfulam Road?—Yes.

You were informed of the closing of the Caine Road route and the Jubilee Road on Saturday morning?—Yes.

I think you had certain correspondence with the Government as regards the motor-car traffic at night?—Yes.

Before Friday afternoon, had you the slightest intimation that the Caine Road and the Jubilee Road were to be closed?—No.

Mr. Kemp—You have heard of cases of horses being startled by motor-cars on Jubilee Road?—No. I have read that they were not startled.

Did you not read that an accident was narrowly avoided?—No.

Apart from the newspapers, have you not heard of cases of horses shying at motor-cars on that road?—No; I have not.

Mr. Bowley—I submit to your Worship that no offence has been committed. The submission is based on two grounds, one of which may be called a temporary defence, and the other a permanent defence.

The temporary defence is based on the general legal principle which is expressed in the maxim that the King cannot derogate from his grant, or, in other words, to meet modern requirements, the Government cannot derogate from its grants.

The executive Government of certain powers given to it, has granted licences to my clients and others to let out for hire and drive motor-cars, for a certain period. That period has not yet expired and a fee of \$10 was charged for each licence.

My clients and other motor owners have gone to very great expense, and have invested a lot of capital, in providing the public of Hongkong with facilities for driving, which did not previously exist. The licences have certain conditions enforced on them, but I am not bound to admit the validity of any of those conditions. I do say, however, that the Government, by the executive action of an oligarchy, cannot deprive a handful of acting officials, consisting of the motor-car owners, of the rights given to them by those licences. I submit that the regulations which forbid the motor owners from driving along certain carriage roads of this Colony are null and void. Your Worship may remember that a short time ago the Executive Council attempted to prohibit the employment of barmaids in public houses during the currency of the publicans' licences. A sum was taken out and a barmaid prosecuted for employing a barmaid. Your Worship, or your predecessor, dismissed that summons, on the ground that the Executive had no power to alter the conditions of a licence during the currency of a licence. I would point out that in that case the regulation prohibiting the employment of barmaids was made under a statutory authority similar to the authority under which these regulations have been made. That ground is a strictly limited ground, limited to a ground that is also of general public interest, as it involves the right of the public to use the highways of the Colony. Every member of the public has a right, at common law, to use the highways, by day or night, for business or pleasure, and has the right to pass and repass along the highways at any time and for any purpose. If a highway is obstructed, an indictment can lie against the person obstructing the highway, and if anybody obstructs the highway, he is liable to do so, a prosecution can be instituted and he can be compelled to remove the obstruction. A highway can be closed except under express statutory authority. Your Worship is familiar with the topography, and, to a certain extent, with the history of the Colony, and you must know perfectly well that the Caine Road route has been a carriage highway since it was built. It was once used by a number of gentlemen who lived out in the western district for driving to and from their offices every day, in dog carts and other carriages. Since the introduction of motor-cars into the Colony, that road has been used by them, so much so that a motor garage has been built on the road. Under these regulations, that gentleman cannot bring his car out of the garage, nor can he take it in. Under the common law the public has the right to use the Caine Road route for wheeled traffic. Your Worship knows that there are at least three kinds of highway. There is a pathway for pedestrians, a bridge road for horses, and a carriage highway. It has been proved in evidence that the Caine Road route is a carriage highway and always has been a carriage highway. Jubilee Road was constructed at the public expense and by public subscription, as a memorial of the Diamond Jubilee of the late Queen Victoria. It was constructed by a private firm and handed over to the Government. I have read the report of the Director of Public Works, who said the road was specially designed for a carriage road. That road was formally dedicated to the public by Sir Henry Blake, then Governor of the Colony, in 1903. Therefore, that road is a public highway for the use of carriages. Your Worship has heard in evidence that the Jubilee Road is more suitable for wheeled traffic, on account of its better gradients, corners and bridges, than the Pokfulam Road, which the Government has dedicated for the use of motor-cars, to the exclusion

of the Jubilee Road. It is a very remarkable fact that no accident has arisen from the use of motor-cars either on Caine Road or the Jubilee Road. My client, who is not only an expert driver, but an expert engineer, says these two roads are perfectly safe for motor-cars. By common law any person is entitled to use a public highway by proceeding along it in a carriage.

Mr. Bowley then proceeded to review shortly the history of motor car regulation in England. The Act of 1903, he said, did not prohibit the use of motor cars, but simply regulated their use. Section 3 of that Act laid down that no person should drive a motor car at a greater speed than 20 miles per hour along a public highway, and, under certain circumstances, at not more than ten miles. There is a general speed limit of 20 miles per hour, and local authorities are authorised to request the Local Government Board to make regulations restricting the speed to ten miles in certain places, that is a reasonable regulation, and one that is enforced in some of the crowded thoroughfares of some of the old towns of England, such as Kingston-on-Thames. It is safer to drive a car anywhere in Hongkong than through that market at ten miles an hour. The regulations under which this prosecution is brought are made under Ordinance 3 of 1903, section 7, which enacts that the Governor-in-Council may, from time to time, make bye-laws for the regulation of time, make bye-laws for the regulation of vehicles and such bye-laws, or substitute other bye-laws. Those bye-laws include the regulation of any and every class of vehicle. The Governor-in-Council has the power to regulate for all these vehicles, but the power must be reasonably used. If the power which the Governor-in-Council claims to exercise is used then by that reading of the Ordinance the Governor-in-Council can prohibit the use of any wheeled vehicle in the Colony. To regulate is not to prohibit. Traffic can be ordered to keep on one side of a road or to travel at a certain speed, etc., but there are a number of ways in which vehicular traffic can be regulated, and is regulated, in every civilised town. In this Colony the police and the Government prefer to take a short cut, and instead of attempting to regulate the motor car traffic, they find it easier to prohibit it entirely. The Ordinance itself is an Ordinance for the regulation of vehicular traffic, and it regulates vehicles. Section 3 refers to the passing of vehicles in the street, etc. This provision was the kind of regulation intended by the Ordinance.

Mr. Irving—What about the closing of certain streets to rickshas in Happy Valley?

Mr. Bowley—That Ordinance is an Ordinance which authorises the making of regulations for the closing of certain streets on special occasions, as on the day of the races, or a big Chinese procession. It also gives the police power to block certain streets at certain times on those days, but it does not enable the Executive Council to prohibit the whole of the traffic in any street of the town. Any regulation which purports to do that, I submit, *ultra vires*. If my argument is carried to its logical conclusion, no motor car would be entitled to use any of the highways of the Colony.

Mr. Kemp—My first reply is that your Worship has not the power to decide on the validity of a regulation made by the Legislative Council. The Council has certain legislative power given by the Crown, and has delegated certain powers to the Governor-in-Council. In this case it might be asked whether the exercise of this power comes within the terms of its power. The late Chief Justice says: "It is not for the Magistrate to say whether an Ordinance of the Council is *ultra vires*."

That is a question as to whether the legislative Council has exceeded its delegated powers. I submit that it is not for you to say whether the Governor-in-Council has exceeded his delegated power of legislation. Things in England are entirely different. There bye-laws are made by local bodies or by public companies, or by a central body for the local body. In that case there is a distinct provision that they must not be repugnant to the general law. They are bye-laws made by a local authority. The present case is an entirely different one. The Legislative Council has the whole power of legislation for the whole of the Colony, and you can no more decide whether the regulations passed by the Governor-in-Council are invalid than you can decide whether the legislation passed by the Legislative Council exceeds the powers given it by the Crown. All regulations are restrictions of the free use of the highways. I fail to see why a restriction as to place is more sacred than a restriction as to time. The Ordinance expressly gives power to the Governor-in-Council to revoke regulations or to substitute others. It is suggested that a regulation can only be revoked at the conclusion of a licence. That is not so. It is the commonest thing here for vehicles to be restricted from running on certain streets. The regulations made in April, 1911, restricted the running of motor cars in certain areas.

Mr. Bowley—Those streets are either too narrow or too steep.

Mr. Kemp—They are not too narrow or too steep. The temporary defence is that the law cannot be altered during the currency of a licence. It is said that value was given for the licences. That is misleading, as in this case all that was done was to charge a small fee for the licence, which was in no sense a value for the business which is carried on by means of the vehicles. It constantly happens that the law is altered during the currency of the licence, and no objections have ever been made, except on the barmaid question. In that case, the conditions of the licence were altered, and that is quite different from the alteration of the general law. The roads on which motor cars may run are not conditions of the licence.

Mr. Bowley—They were endorsed on the back of the licence.

Mr. Kemp—Yes, but no guarantee was given that the Government must bind themselves to any condition. Proceeding, Mr. Kemp said: "The other defence is that there is an indefeasible right to use those roads as motor car highways, on the ground that they are carriage highways. A road becomes a highway by dedication, which may be limited or

general. Those roads have not been dedicated as motor highways. The conditions of the roads and traffic in Hongkong made the Executive Council think that these roads should not be dedicated as motor highways, and they have not been so dedicated. Motor cars are quite new to Hongkong, and there have been restrictions on the roads which motor cars have used, and I fail to see that there is any defensible right on the part of motor cars to use them. My friend objected on the question of reasonableness. I submit that this regulation is not unreasonable. We have had evidence from the defendant himself that there are a number of turns in the Jubilee Road. It is a matter of general knowledge. The Executive Council had material before them when they passed this law, not got, possibly complaints and possibly reports, to decide whether the regulation was reasonable, and it has been laid down that a regulation of this kind, made by a public body for the public, and not by a private company, shall be interpreted benevolently.

His Worship—I will give my verdict on Monday morning, at 11.30.

ANOTHER CASE.

Mr. Hind, who appeared for Hong Choi, before the Court on a similar charge, said he did not want to go through the same cross-examination as in the other case. The cross-examination would take some time, so he suggested, if he was to conduct a cross-examination, that the case should be adjourned.

Mr. Kemp—I have no objection to taking the evidence in the other case as being given in this case.

Mr. Kemp, however, after a consultation with Mr. Hind, pointed out that if one of the two parties happened to be aggrieved, they might wish to appeal, and there would be no evidence. Accordingly he could not agree to the arrangement.

Mr. Hind—That is so; I would like your Worship to fix as early a date as possible.

THE JUBILEE ROAD.

Following is the Report made by the Director of Public Works on this road in 1903, quoted by Mr. Bowley in the case at the Magistrate yesterday:—

The road and pathway, having been fully completed, were taken over by the Government in November, and will in future be maintained out of the revenues of the Colony.

The road commences at Kennedy Town and traverses the southern slopes of Mount Davis and the adjoining hills to Aberdeen, opening out *en route* a portion of the island which has hitherto been practically inaccessible. It is 5 miles long, has a width of 16 feet and is designed as a carriage road.

Leaving Kennedy Town, it rises for about a mile with gradients of 1 in 20 and 1 in 30 until it attains a height of about 180 feet above sea level; one of the conditions upon which the Military Authorities withdrew their opposition to the construction being that it should be kept 150 feet above the sea. Passing through a small gap adjoining a site acquired by the Military Authorities for gun practice, it falls at 1 in 30 until it reaches the 150 feet contour, when it is carried level round Sandy Bay to below Biance Villa. Another ascent at 1 in 30 is then made to a gap about 200 feet above sea level near Sassoon's Villa, at which point there is a cross road connecting it with the old road from West Point to Aberdeen, which is at a considerably greater altitude. From the gap it again falls at the same gradient to the 150 feet contour and then runs to the 100 feet contour, the property of the level through the property of the Missions' Strangers.

Pokfulam Stream, on a bridge of 4 arches, a little farther on, it joins the old road to Aberdeen, of which a length of 800 feet has been utilized after improving the gradients. Diverging again at No. 10 Bridge, which has been widened considerably, it falls at 1 in 20 and finally terminates in close proximity to the Aberdeen Docks by joining the old road near sea level, the reason for constructing this portion being the excessively steep gradients of the latter below the bridge mentioned. The road is surfaced throughout with decomposed granite.

There are 10 bridges, all of which are built of granite masonry, with brick arches faced with granite, the spans varying from 10 to 17 feet. All bridges and retaining walls are provided with parapet walls of granite masonry, whilst other parts of the road are protected by iron railings where necessary.

The pathway before referred to commences near the bridge across the main stream on the road from the Peak to Aberdeen and joins the Jubilee Road near the No. 10 Bridge already mentioned.

The work was carried out for the Committee by Messrs. Denison, Ram & Gibbs, engineers, Mr. L. A. Ping being the contractor. The total expenditure, including all charges, was \$115,272.77, the amount expended under the contract being \$103,146. These figures include the sum of \$324.25, which was paid by Government.

THE ANGLO-JAPANESE BANK.

The accounts of this Bank for the year ended March 31st, show a net profit, after making provision for doubtful debts, of £11,346, making with the balance brought forward £24,348.

In view of the fact that the bank's investments show a depreciation on the cost price, the directors have transferred £15,000 to reserve, leaving £9,348, which it is proposed to carry forward. The directors state that there has been a substantial recovery in the market price of the investments since the date of the balance-sheet, and any depreciation is now covered by the amount standing to credit of the reserve account.

The P. M. s.s. Korea is carrying from Manila 3,500,000 high grade cigars, 3,500 bales of hemp, 300 bamboo hats, seven cases of Baliwag hats, 358 meters of just and pina cloth, 6 bales of kapok for life buoys and sundries, amounting to P240,000.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated June 14th state:—

The local market has ruled much quieter during the past week, but rates, with few exceptions, have been well maintained. London "Rubbers" are generally firmer, as is also Fine Hard Para at 4/9½ per lb., the closing rate, an advance of 2d. per lb. on the period under review. Discount rates close at 3 per cent. (Bank of England) and 2-8 per cent. open market rate. Bar Silver is firm at 28 5-10d. ready, 28 7-16d. forward, and Sterling T.T. at 2/0½. Shanghai T.T. is quoted at 72½.

BANKS.—Private advices report a further decline in Hongkong Banks to 283 10s. in London, and the local market is in consequence weaker at a selling quotation of 283½.

MARINE INSURANCES.—Unions have been looked at 2805, and Cantons at 2223, the latter closing firm with buyers at 2225.

FIRE INSURANCES.—China Fires have been booked at \$132, and Hongkongs at the improved rate of \$353 after sales at \$350.

SHIPPING.—Hongkong, Canton and Macao are a steady market at \$27½ with sales, and no sellers at the close under \$27½. Indo-Chinas have improved to \$27 buyers, and Star Ferrys to \$26 and \$25 buyers for old and new respectively. China and Manilas are obtainable at \$10½, and Douglases at \$27. Shell Transports have recovered from the "bear" influence of a week ago, and are now in demand for London account at 107/6.

REINDEERS.—China Sugars have been sold at \$107 at which the market closes with probable buyers. Luzons have improved to a buying rate of \$33 after small sales at \$31½ and \$32.

MIXING.—Trunks are enquired for locally at 75/-. Chinese Engineerings can probably be obtained at 35/- and Ranks at \$4. Heavwoods are on offer from London at 4/9.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are easier with sellers at \$47. Kowloon Wharves are procurable at \$61, and Shanghai Docks at \$15. 54. New Amoy Docks have been booked at \$6½ and more shares can be placed.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are firmer with sales at \$100 and the probability of a few more shares obtainable at the rate of \$100. Kowloon Lands are wanted at \$34 and West Points at \$54. Humphreys Estates have again been booked at \$73 and are wanted. Hongkong Hotels are somewhat firmer with buyers at \$112 (old) and \$73 (new).

COTTON MILLS.—Hongkongs continue on offer at \$5, and the offer of a slightly lower rate would probably lead to business. Ewos have declined in the North to \$15. 80 sellers.

MISCELLANEOUS.—China Borneos at \$9½, and China Providents at \$8½ are procurable in small lots. Cements have been done at \$4½ at which rate there are now sellers. Union Water Boats have improved to \$9½ buyers, and Ropes to \$19½ buyers. Watsons at \$4½ can be placed, and Watkins at the improved rate of \$4½.

LONDON QUOTATIONS.—The following quotations (middle prices) were received from London by wire to-day:—

Ledburys 53/9
Linggis 31/6
United Serdangs 102/0
Sapongs 25/-
London Assets 10/9
E. & I. Trusts 18/0
Rubber Trusts 10/9 premium.
Trunks 74/6
Hongkong Electric Trams 4/-
Shell Transports 110/-
Chinese Engineering 35/-
Indo-Chinas 140/-

SHIPPING NOTES.

The startling fact is recorded by the medical officer for the Port of London that last year not a single vessel flying the American flag arrived in the Thames from foreign ports.

The British India Steam Navigation Co. (Apar Line) are including the str. *Porilla* in their Calcutta-Japan service. This fine steamer—only built last year—has excellent accommodation for sixty first-class (including a number of deck cabins) and thirty-two second-class passengers. She is equipped with electric light and fans, and a surgeon and stewardesses are carried.

A Japanese steamer called the *Yamato Maru* has been wrecked off the Amur coast. Eleven members of the crew and eight passengers were drowned. The Japanese steamer *Tsuruga Maru* on the 29th ult. capsized in a port of Japanese Saghalien. Of 85 persons on board 21 were drowned and the remainder were rescued by the Japanese warship *Yamato* and other vessels.

By a sad coincidence, the largest liner that ever sailed the seas has been wrecked in the year which marks the centenary of steam navigation. It was in August, 1912, that the *Comet*, the first European steamboat, commenced to ply between Glasgow and Greenock. Eight years Glasgow and Greenock. Eight years later the little vessel was wrecked at the entrance to the Clyde—fortunately, without loss of life. A Glasgow shipbuilder presented the *Comet's* engines to the South Kensington Museum in 1882. The second *Comet* had a still shorter life. Dr. Campbell Fraser, Emeritus Professor of Moral Philosophy at Edinburgh University, tells that he travelled to Inverness in this steamer during the summer of 1824. The vessel was wrecked in the following year, and more than sixty passengers were lost. Many of the victims hailed from the counties of Argyll and Inverness, and Professor Fraser alleged that "faith in steam as a motive force was for a time suspended in the Highland mind."

INTIMATIONS

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NEW ADVERTISEMENTS

NOTICE.

THE OWNERS, AGENTS and MASTER will not be responsible for any Debt Contracted by any of the crew of S. V. "COMET" during her stay in port. STANDARD OIL Co. OF NEW YORK. Agents. Hongkong, 15th June, 1912. [823]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING of Exporters and Dealers in Chinese Produce will be held in the Old Chamber of Commerce Room, City Hall, on WEDNESDAY, the 3rd JULY, 1912, at 3.30 p.m. precisely, for the purpose of:

- (1) Considering the suggestion that it is expedient to form an Association of Exporters and Dealers under the auspices of the Hongkong General Chamber of Commerce.
- (2) If the suggestion be adopted, to elect a provisional Committee to frame for the approval of a General Meeting to be called hereafter the Rules and Regulations under which it is proposed such Association shall work.

The attendance of Chinese Merchants interested in Exporting is invited.

By Order, E. A. M. WILLIAMS, Secretary. Hongkong, 15th June, 1912. [824]

TO LET—FURNISHED.

For 4½ Months from 1st July. "TAIPING," No. 115, The PEAK, FIVE ROOMS. Apply MESSRS. PALMER & TURNER, Alexandra Buildings. Hongkong, 15th June, 1912. [825]

AGENTS Wanted for Sale of Christmas Greeting Cards. Samples free. MIDLAND PUBLISHING Co., Leamington, England. [817]

WANTED.

AFTER Midsummer, ANGLO-CHINESE MASTER, Thoroughly Competent in Chinese Translation, Composition, History, Text, Supervising. Discipline Essential. Liberal Salary Competent Man. Apply—

PEDAGOGUE, Care of "Daily Press" Office. Hongkong, 11th June, 1912. [810]

DOCTOR.

A duly qualified Surgeon, now in the Far East, offers his services free to any Steamship Company in exchange for passage home. Apply to—

"DOCTOR," Care of "Daily Press" Office. Hongkong, 14th June, 1912. [820]

IN THE MATTER OF THE COMPANIES' ORDINANCE of Hongkong, and IN THE MATTER OF THE HIP ON INSURANCE, EXCHANGE AND LOAN COMPANY, LIMITED, (In Liquidation).

TAKE NOTICE that a MEETING of SHAREHOLDERS and CREDITORS of the above-named Company will be held at the Company's Office at the 2nd Floor of No. 25, Des Voeux Road Central, Victoria, TO-DAY (SATURDAY), the 15th day of June, 1912, at 12 o'clock NOON.

Business: To confirm the Resolution passed at a Meeting held on the 23rd day of March, 1912, appointing YOUNG PEE CHI to be the Liquidator of the Company in the place of TAY TEE KONG and CHENG MAN PO. Dated this 4th day of June, 1912. TAY TEE KONG, CHENG MAN PO, Liquidators. [793]

NOTICE.

MAN HING CHEUNG & Co., MANUFACTURERS and EXPORTERS OF HIGH-CLASS RATTAN AND SEAGRASS FURNITURE, BAMBINO BLINDS, MATTING, &c., &c.

BEG to inform their Customers and the General Public that they have now REMOVED to No. 16, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable. Inspection Cordially Invited. Orders Promptly executed. Hongkong, 17th May, 1912. [721]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

ENTERTAINMENTS

VICTORIA THEATRE.

PIONEER HALL OF ENTERTAINMENT IN THE CITY.

The Magnificent Film, "THE CRUSADERS."

NEXT WEEK, "THE WHITE SLAVE," THE TALK OF LONDON.

A Big Hit of the Eminent Artists, SAM GALE AND MYRA JAMES.

And Enormous Success of LITTLE SADIE.

MATINEES—SATURDAYS AT 4.30 P.M. SUNDAYS AT 6 P.M. Hongkong, 15th June, 1912. [158]

PUBLIC COMPANY

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Buildings, 6, Connaught Road, Victoria, on SATURDAY, the 22nd JUNE, 1912, at NOON, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1911, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 19th JUNE, to SATURDAY, the 22nd JUNE, 1912, both days inclusive. SHEWAN, TOMES & Co., General Managers. Hongkong, 11th June, 1912. [814]

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND at the base of Morrison Hill, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [805]

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contains in Acres	Area in Acres	Annual Rent	Upset Price
1	At the base of Morrison Hill	100 feet by 100 feet	1.00	1.00	£700	£20,000
As per sale plan						

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 17th day of June, 1912, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the OFFICER ADMINISTERING the GOVERNMENT, of One Lot of CROWN LAND adjoining Lot 591 and 604, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years. [811]

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Contains in Acres	Area in Acres	Annual Rent	Upset Price
1	At the base of Morrison Hill	100 feet by 100 feet	1.00	1.00	£700	£20,000
As per sale plan						

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost. Apply—

MANAGER, "Hongkong Daily Press" Office. Hongkong, 13th March, 1912.

INTIMATIONS

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ANDERSON'S

WATERPROOFS

FROM \$13.50

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BUILDING SITE FOR SALE.

A SITE already formed—about 20,530 feet, 15 minutes from Tram Station, practically on the level the whole way. No Crown rent. Unique opportunity for acquiring a cheap site. Apply to—

LEIGH & ORANGE, Princes' Building. Hongkong, 31st May, 1912. [776]

BUTTER. BUTTER.

WE are pleased to announce still

FURTHER REDUCTION.

The following Prices now rule:—

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 70 " "
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"PASTRY" ... 65 " "

THE

DAIRY FARM CO., LTD.

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PRINCE ST. (Hongkong Hotel Building). Dealers in

POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.

Just Received a Fine Selection of BABY DOLLS. Also for Sale

A few rare Chinese provisional Stamps of 1 cent POSTAL, 2 cent and 5 cent surcharged Cut Stamps.

452.

CHILDREN OF FAR CATHAY

A SOCIAL and POLITICAL NOVEL OF ABSORBING INTEREST.

By CHAE J. HALCOMBE Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flower Land," &c., &c.

THE VOLUME which consists of 461 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kowloon, is dedicated to Sir ROBERT HARR, G.C.M.G., and Dr. A. REYNOLDS. The description of Chinese Social Customs and Superstitions, combined with the insight it gives into political conditions in China, make "CHILDREN OF FAR CATHAY" an excellent volume for presentation to friends at Home. Well bound in Yellow Cloth with Chinese Emblem in Gold.

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E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central. Hongkong, 17th May, 1912. [22]

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N. J. STARR, Chief Manager. Hongkong, 23rd May, 1912. [19]

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WM. DICKSON, Manager. Hongkong, 12th April, 1912. [133]

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F. C. MACDONALD, Manager. Hongkong, 29th March, 1912. [933]

TO LET

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office. Apply—

LINSTEAD & DAVIS, Alexandra Buildings. Hongkong, 20th March, 1912. [481]

HOUSE TO LET.

Furnished or Unfurnished. No. 37, FRENCH CONCESSION, Shamoon, Canton. From 1st July 30th September, 1912. Apply—

G. DES GARETS D'ARS, Care of JARDINE, MATHESON & Co., Ltd. Hongkong, 31st May, 1912. [776]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 1st June, 1912. [120]

TO LET.

OFFICES on 3rd Floor, Hotel Mansions facing Harbour. OFFICES on 1st Floor, Hotel Mansions. Apply to—

HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 12th March, 1912. [388]

TO LET.

"A BEETHOLWYN," Peak Road, 1st July next. SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT No. 48 with WHARF. Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd. Hongkong, 30th May, 1912. [525]

TO LET.

OFFICE in Alexandra Buildings. Apply—

A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong 26th February 1912. [367]

TO LET.

OFFICES in KING'S BUILDING. RANFURLY, 11, Conduit Road. From 1st June. Apply—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD. Hongkong, 1st June, 1912. [121]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET, TWO-ROOMED OFFICE, entry on or about 1st June. Apply Property Office, JARDINE, MATHESON & Co., LTD. Hongkong, 23rd May, 1912. [733]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. NO. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale with or without Furniture, "TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8th June 1912. [122]

TO LET.

NO. 12, BEACONSFIELD ARCADE, First Floor. NO. 13, BEACONSFIELD ARCADE, First Floor. 1 LARGE GODOWN in No. 34, Duddell Street, 1st Floor.

1 SMALL GODOWN in Duddell Street (Godown D). "ROGATE" Austin Road, Kowloon, from 1st April.

For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154. For Sale with or without Furniture, "TOR CREST," No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

Apply to— LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 8th June 1912. [122]

TO BE LET.

SHOPS AND OFFICES, IN ALEXANDRA BUILDINGS. Apply—

A. S. WATSON & Co., LTD., Alexandra Buildings. Hongkong, 22nd May, 1912. [123]

新中外香港 CHUNG NGOI SAN PO

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with which is incorporated THE CHINA OVERLAND TRADE REPORT Subscription, paid in advance, \$12 per annum. Postage \$2 to any part of the World.

SHE WENT TO PRISON
FOR THE CAUSE.BUT SAYS HOME AND CHILDREN ARE
MORE TO A MOTHER THAN VOTES.

A CHAT WITH MRS. WORTHINGTON.

Among the supporters of the "Votes for Women" movement in England Mrs. Kate Worthington, of Preston, is a prominent figure. In a chat with Mrs. Worthington at her home recently, a representative learnt that she was one of the first to suffer imprisonment for her interest in the cause.

Mrs. Worthington stated:—"I should now be active in the cause but for a domestic event, and in spite of what detractors say, we suffer from wives and mothers still put our home and families first."

"Some months ago," proceeded Mrs. Worthington, "my baby was born, but I did not make a good recovery. My strength refused to come back, and I was tired from morning to night. My head felt as though it would burst, and the smallest trifles in the house upset me."

"Then my appetite failed, and a dragging pain settled in my back. Any time during the day I could have dropped off asleep. My nerves were unstrung, and treatments, tonics and such-like were doing me no good."

"Fortunately I was advised to give Dr. Williams' Pink Pills a trial. Almost from the first I began to feel hungry, and food tasted good. Then I gained strength, and could get about my home duties without feeling done up. My nerves, too, were steady, and my head felt better."

"The pains across my back grew easier as I continued Dr. Williams' Pink Pills, and it was quite easy to tell that these pills were just what I needed. Soon I felt made all over again, full of health and spirits, able to look after my home and three little ones with ease. I shall be only too glad if my experience proves helpful to any woman who is 'run down' or weak."

Nine women out of ten suffer from disorders of the blood and nerves, and to all such there is special value in Dr. Williams' Pink Pills for Pale People. By creating new, rich blood, and thus giving nourishment to the nervous system, these pills have cured in both sexes anaemia, debility, malaria, indigestion and rheumatism. Of medicine vendors everywhere, they are also obtainable from the Dr. Williams' Medicine Co., 24, Essex Street, London, one bottle for \$1.50, six for \$8 post free. Mrs. Worthington's address is 54, Wolsey Road, Preston, England.

NOTHING BETTER FOR THE
SEASON!
JUST RECEIVED.STYLISH Bathing Dresses and
Caps.Finest Voiles, Striped, Flowers
and Fancy.Finest Muslins, Plain and
Dotted.Embroidered Materials, &c., &c.
You will find our range incomparable for
Quality, Style and Prices.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 13th May, 1912.

Rowland's
Macassar
Oil
FOR THE HAIR.

Preserves, Beautifies, Restores it. Closely
resembles the natural oil of the hair,
which nature provides for its preservation.
No other article possesses this property.
Without it the hair becomes dry, thin, and
withered. Poor hair mars the effect of
a beautiful face. Good hair adds charm
and interest to a plain one. Every Toilet
Table should possess this oil.

LADIES should always use it for their
own Hair and for their Children's Hair
as it lays the foundation of a luxuriant
growth. Golden Colour for fair hair.
Oil Scented, and ROWLAND'S
67, Hatton Garden, London. Avoid
cheap worthless imitations—buy only
Rowland's.

Approved and well-tried are
DR. GASPARY PRESSES

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STONE CRUSHERS,
ROLLING MILLS.**

Machine Works
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(Germany).
Export to all parts of the Globe.
Catalogue No. 203 free of charge.

THE UNREST IN PORTUGAL.

The Times of the 13th ult. in a leading
article says:—

The recent reports of our Correspondents at Lisbon and Oporto indicate the continuance of a good deal of social and political unrest in Portugal. Ineffective Royalist raids, strikes, bomb outrages by Carbonarios, religious repression, and persecution of Royalists—all these are but symptoms of that ancient and deep-rooted sickness of the body politic to which bear witness two centuries of Portuguese history. The internal conditions of the country, no less than the activities of its politicians, emphasize the fundamental truth that the character of a people is not to be altered by a change in the local habitation and name of its Government. To blame the Republic for the unrest and discontent which undoubtedly prevail in Portugal, as is already the fashion in certain quarters, is unwise and unjust. No disinterested person can seriously maintain that this long-suffering people stands to gain anything, in material or moral welfare, by the restoration of that corrupt and feckless order of affairs which brought the Monarchy into disrepute. It may be true that many of those who control the affairs of the Republic are no better than the Ministers of King Carlos and King Manuel; and that some of the political "bosses" of Senhor Affonso Costa's Radical following are even more undesirable than the *carregados* of the old dispensation; but this is an argument which, though it points the need for further reform, entirely condemns the master of revolution. For the permanent amelioration of the State of Portugal, it is necessary that the people at large now wearily indifferent to the proceedings of all politicians, should be taught to take an active and intelligent interest in their own government; and it is devoutly to be hoped that the efforts of all patriotic citizens and the influence of Portugal's friends may be directed towards the establishment of a régime of moderation and steady constructive work. The aggressive and predatory Socialism which is identified with the name and predominant influence of Senhor Costa, wild experiments in legislation, vindictive persecution of Royalists, and drastic suppression of religion, have all combined to damage the Republic in the eyes of many patriotic Portuguese, and to give rise to fears for the continuance of the existing régime. A certain amount of violence, to a certain degree of hate, were things to be expected as natural consequences of the Revolution, but in the opinions of sober men like Senhor Antonio José d'Almeida, in the attitude of the army, and in the utterances of the Press, there are hopeful signs of a reaction against the forward policy of the militant Socialists, and especially against their toleration of lawlessness and violence.

Two questions have contributed to damage the advanced Republicanism of Senhor Costa's party—first, the unnecessarily drastic nature of his law for the separation of Church and State; and, secondly, the arbitrary arrest, illegal detention, and inhuman treatment of political opponents and suspects. Public opinion in Portugal, even in the Republican Press, has expressed severe criticism of the Government's action in both these matters. The Separation Law is unpopular even with those classes which have been frankly opposed to Clericalism. Strictly speaking, it is not a law of separation at all, for while it confiscates all Church property for secular purposes, it places all religious observances under official direction. This, in practice, means that religious worship is controlled by the local Republican Committees—that is to say, by bodies consisting largely, if not exclusively, of free thinkers. In the name of Portugal a newly-found liberty, priests are forbidden to wear ecclesiastical dress in the streets or to say Mass without authorization; religious festivals, from time immemorial associated in the minds of the peasantry with holidays and social gatherings, have been suppressed; the harmless parish priest, generally beloved of his congregation, has come under much the same ban as the Jesuits and other politically-suspect religious orders. These things have raised opponents, where a little tact would have won supporters, for the new régime.

The persecution of the Royalists, though loudly applauded by the Carbonarios, appears to be even less popular than the repression of religion. It may fairly be assumed that its most violent manifestations have been due rather to panic in the Republican camp than to any fixed policy of vindictiveness in official circles; and the fact that recent criticisms on the subject have not led to a recurrence of Carbonario outrages points to a general and timely revulsion of feeling. With regard to the disgraceful and much criticized condition of the prisons, the Government, while practically admitting the main facts, throws the blame on the Monarchy. It is possible that financial considerations have been sufficient to delay those prison reforms which, amongst others, the Republic was pledged to carry out; but, if this be so, there was evidently all the more reason for the Government to abstain from wholesale arrest of persons against whom there was no evidence and from prolonged detention of suspects without trial. The flagrant injustice of these proceedings has since been demonstrated in the undeniable innocence of many of those who for months were confined in foul and overcrowded dens, worthy of the Middle Ages. *Per contra*, the Government of the Republic deserves credit for the sincere zeal it has displayed in the cause of public education, wherein lies the only hope of relief from chronic unrest—for improvement in the terms of military service, and for a general betterment in the frequently deplorable condition of the labouring and artisan classes. The public services, with the exception of the police, appear to be somewhat more efficiently administered than in the past. It is true that the activities of the demagogue and the destructive Socialists have been unpleasantly conspicuous since the passing of the Monarchy, but there is ground at least for hope that these are but the froth and foam which come to the surface after strong winds of sudden change, that the common sense and patriotism of the Portuguese are gradually asserting themselves, and that the nation will require from its leaders a more moderate and equitable type of Republicanism.

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THE NEW JAPANESE BATTLE
CRUISER.

The Japanese battle cruiser *Kongo*, which was launched by Mrs. Koiké last month from the Naval Construction Works of Messrs. Vickers (Limited) at Barrow-in-Furness, will have a displacement of 27,500 tons, with a length of 704ft., a beam of 92ft., and a draught of 27ft. She is one of four sister ships, the other three of which, the *Higai*, the *Haruma*, and the *Kirishima*, are now under construction in Japan. The *Kongo* is the heaviest battle cruiser yet built.

The propelling machinery of the vessel is calculated to develop about 70,000 shaft-horsepower, and to drive her at a speed of at least 29 knots through four three-bladed propellers of manganese bronze. It consists of two independent sets of engines, separated by a central longitudinal bulkhead, and each forming a complete unit with its own auxiliaries. Each set comprises a high-pressure and a low-pressure turbine, the former driving the outer shaft and the latter the inner one in each case, and on each shaft, aft of the ahead turbine and in the same casing, there is an astern turbine—high pressure on the outer shaft and low pressure on the inner—so that all four screws can be used for reversing. The high-pressure turbines, both ahead and astern, are of the Parsons combined impulse and reaction type, while the low-pressure ones are of the reaction type. Steam is supplied to the turbines at a pressure of 205lb. per sq. inch from 30 water-tube boilers of the Yarrow large-tube pattern, placed in eight separate compartments, four on each side of a longitudinal bulk-head. Arrangements are made for burning both coal and oil; the capacity for the former is 4,000 tons and for the latter 1,000 tons. The system of forced draught with closed stockholds has been adopted, the draught being furnished by 34 fans driven by double-acting steam engines. There are three funnels and two masts.

The main armament consists of eight 14in. guns mounted in four barbettes along the middle line of the ship, two of these being forward of the funnels and two aft of them. The bow barbette is on a lower level than the barbettes immediately aft of it, and similarly the stern barbette is lower than that immediately forward of it, so that four guns can be fired ahead and four astern. All of them can be fired on either broadside. For the secondary armament there are 16 6in. guns, eight on each side, arranged in casemates on the upper deck level, and also 10 smaller guns, together with a large number of submerged broadside torpedo-tubes. The armour is unusually heavy. The main belt extends considerably below the water-line, and under it there is an auxiliary belt. The main broadside armour is carried to the height of the boat deck, which is continued on the same level as the forecastle, constituting a gun-citadel into which the casemates of the 6in. guns are worked. An armoured deck encloses the ship from one end to the other at the level of the top of the side armour, and there is another armoured deck at the water-line level. Vital parts, such as the masts, funnels, and funnels, are completely encased by special steel.

The main requirements of the design as regards speed, radius of action, armour, and armament were laid down by the Japanese naval authorities, but it was left to the builders, through their naval constructor, Mr. T. G. Owens, to fulfil those requirements in the most economical manner in respect of size, first cost, and cost of operation.—*The Times*

The Voice of the Physician.

Glasgow, 6th June, 1911.
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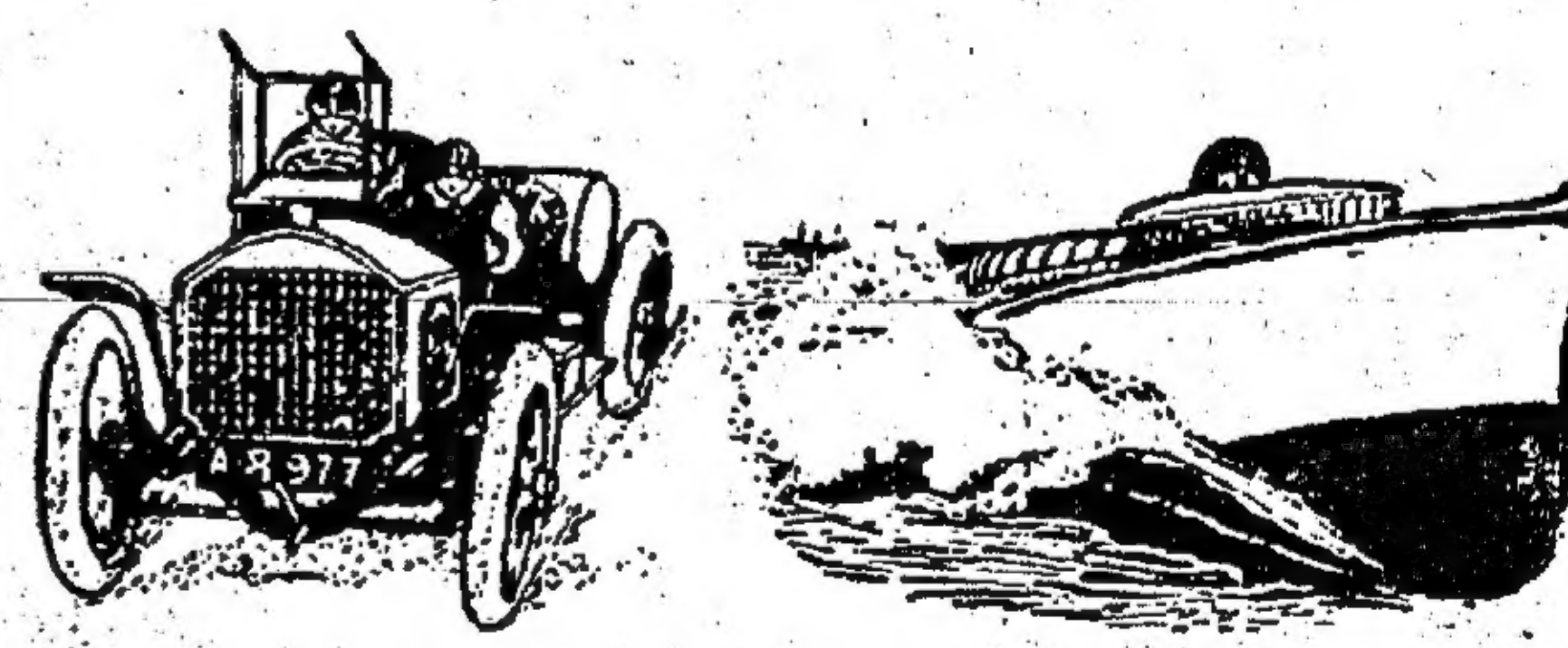
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THE MATE OF THE "PARAWAN."

STANLEY PORTAL HYATT.

Hunter's Hotel consisted of a large and grimy room and a number of small and equally grimy cubicles on the first floor of an old Spanish house in the Calle Pizarro, one of the back streets of Manila. You could get nothing to eat in "Hunter's," and nothing to drink, except iced water, but on the ground floor there was a German bar, where questionable liquor was retailed at cut-throat prices; whilst, across the street, next to Ah Lung's "Select Sanitation Laundry," in which a New York Jew supplied meals of a sort at half a dollar each, or twelve for five dollars. Ah Lung was the only man in the Calle Pizarro who gave any credit; but then his customers lived in a very different part of the town. Had he depended on the guests in the hotel, it would hardly have paid him to bribe the Immigration officer to admit those three new assistants of his.

The sitting room in "Hunter's" was always gloomy, for the houses on the other side of the narrow cobbled street shut out all the direct sunlight. Its furniture was simple, consisting merely of half-a-dozen rough tables and a score or so of chairs; whilst, in place of the pictures, there were framed copies of the rules, which began and ended with the statement that beds must be paid for when booked. In one corner lay a pile of soiled magazines and papers, and littered about the tables were shabby draught boards and battered chessmen.

"Hunter's" guests were generally in keeping with the room. They were mostly men down on their luck, ex-soldiers and sailors, out-of-work teamsters and contractors' clerks, representatives of the crowd of adventurers which had come out with the Army and had been left stranded when the war was over. As a rule, they stayed indoors during the day, for Manila is a suburb of the Inferno, and they had all learnt the folly of raising a thirst when you lack the means of satisfying it; so some lay on their beds in the stuffy little cubicles and gazed, whilst the others squabbled languidly over games of draughts, or turned the ragged pages of those ancient magazines and gazed at the dullness of their contents.

Mr. John Page, the former mate of the *Parawan*, sat at the window of "Hunter's" sucking an empty pipe and gloomily watching Ah Lung's assistants plying their irons. He was not in pleasant temper, and his expression grew, if possible, even less amiable when he saw the late skipper come down the Calle Pizarro and turn into the doorway of the hotel.

"Well," he growled, as the other dropped into a chair beside him, "is there anything fresh?"

The skipper drew a newspaper out of his pocket, unfolded it, and pointed to a paragraph marked in blue pencil.

"Yes," he said grimly. "There is something fresh. There's that."

The mate grinned. "Let's see," he said, holding out his hand; then his lips tightened a little as he read:

"Captain Wilson, of the Hongkong salvage steamer *Grappler*, reports that on his way up from San Bernardino he passed the wreck of the *Parawan*, and that, contrary to expectations, she has not broken up; and he considers that, now the monsoon has changed, will be possible to save her."

Our readers will remember that the *Parawan*, one of the new four-hundred-ton coastguard steamers, was wrecked on the coast of Palapog a few weeks ago. The officers and crew took to the boats, and were picked up soon after by the transport *General Sherman*.

Palapog is an uninhabited island forming the most easterly outlier of the archipelago. We understand that Captain Wilson's news has led to a further postponement of the inquiry into the loss of the vessel. Captain Tomlinson and Mr. Page, the mate, are still in Manila, awaiting the finding of the court.

The mate folded the paper, and crammed it into the pocket of his soiled white jacket.

"Here's one who isn't going to wait," he said. "I'm off to Hongkong."

The skipper laughed harshly. "Do you think they would let you go? Don't be a fool, man. If you try and bolt they'll clap you both in goal, and he lowered his voice, "you know whether we should be likely to get out when they had saved her. It would be a good deal more than a court of inquiry then."

The mate had gone very cold, but there were big beads of perspiration on his forehead. "We could slip aboard a tramp without their knowing," he muttered.

Tomlinson shook his head. "They watch the water-front too closely. They don't suspect us yet, I'm sure of that; but they would if we tried to leave. They won't mind us taking a trip to one of the island ports, though—Cathalogan, for instance."

"What do you mean?" demanded the mate.

The skipper leaned forward. "I mean to get on board the wreck first. It's our one chance. We can go down to Cathalogan and run on to Palapog in a native boat."

The mate frowned. "Won't they stop us there, too?"

Tomlinson shook his head. "I think not. I think not, because—" he paused whilst an artilleryman inched past, because the Governor at Cathalogan is a native, and he is in this business himself."

"Then why the blazes can't he see to it?" exclaimed Page. "He's the one concerned to get the wreck chased out."

The skipper's lip curled. "Would you trust your neck, or at any rate your liberty, to a Filipino's punctuality? He means to do it, I know; but there will be a saint's day, a cock-fight or some other fooling to keep him putting it off until the salvage people get there. And then—" he shrugged his shoulders expressively.

"Where's the money coming from to take us down?" asked the mate roughly.

"All my gear is in pawn, and I haven't had a smoke to-day, let alone a drink. You might offer me a cheroot. I see you've some in your pocket, so I suppose you've raised the wind."

Tomlinson handed him a couple of cigars. "Don't lose your temper, Page," he said. "It won't help us. Yes, I worried some cash out of Carlos Dagujob, who got us to go in for this in the first case. He didn't like parting, but I put the screw on him. . . . Of course, as she hasn't broken up, there's a chance we'll pull through after all, and get the whole of our money."

Mr. John Page laughed scornfully. "A precious poor chance. I was a fool ever to agree to help you."

"And I was a fool to ship a drunken brute as mate," retorted the skipper. "You piled her up there, you can't deny that."

"And you abandoned her, instead of standing by an' burning her, or getting rid of the evidence some other way," growled the mate. "You said she was sure to go to pieces."

"So I thought she would, until I read that to-day. Then I went to the Coast-guard Bureau, and saw the chief. He says she seems to have lifted right on top of the reef, and to have settled down in the soft coral, almost on an even keel. He was most civil, and says if they get her off, he'll see we don't lose our tickets," and he laughed mirthlessly.

The mate grinned. "I don't see what you find to laugh about. Did you tell him we wanted to go to Cathalogan?"

"Yes, I said old Don Pedro, who owns the *Cerrantes*, had told me we could put in our time aboard her if we liked; and the chief said he didn't mind so long as we were here for the next sitting of the court. He knows there's no fear of our getting out on the archipelago."

The *Cerrantes* sails to-morrow. With any luck she will be in Cathalogan on the 15th, and we ought to be aboard the wreck by the 18th. I suppose you can be ready in the morning?"

"I suppose I can," answered the mate, sulkily, then he held out a rather uncleanly hand. "Give me some of that money. What, twenty pesos? That money even got my gear out of pawn. Give me fifty, at least."

The skipper sighed. "We shall have to go carefully on it."

"I thought you said we should get the whole lot, after all," retorted the mate, whose confidence had returned at the touch of the bank-notes. "Why, we've lots of time. The *Grappler* is the only salvage boat in port, and Wilson has got another job on, that collier in the Straits. I don't mind if they take away my beastly Yankee ticket, so long as we get the money. I should go home and take a pub I know of in Weymouth, down by the waterside, where those Jersey boats lie."

The skipper sighed again. "I shall be content to scrape out of it any way, just to dump the stuff overboard and clear."

Mr. John Page sneered. "Bah! you've lost your nerve."

That same evening, Captain Wilson, of the salvage steamer *Grappler*, was sitting with his agent's managing clerk, at one of the little tables in the Orpheum, the music hall of Manila, where the Army and Navy and mercantile marine congregated nightly to drink weak beer of local manufacture and listen to six-month-old songs from the lips of brightly-laden ladies who have been imported at great expense, though apparently with only half their wardrobes, from Australia and the China coast.

"I'm glad we got it fixed," Wilson said during the lull following a song on the seemingly inexhaustible subject of Maissie. "I suppose there are no hard characters who are likely to interfere with me?"

The other shook his head. "No. The place is quite uninhabited, and, anyway, the insurgents—those fellows, you know—are lying very low just now. The Americans have given them a good deal of what they asked. Half the governors of the islands are Filipinos. Still, I should never trust them. They are all brigands by nature, and are never really happy unless they have their bolos, those abominable two foot long knives, in their hands. . . . Of course, a party might come over to loot the *Parawan*, now the monsoon has changed, so I should lose on time, if I were you."

A half-caste at the next table, who had been watching some acrobats on the stage very attentively, leaned forward slightly, apparently to get a better view.

"I shan't waste any time, now," Wilson answered. "I shall leave the other job and do this one first. I can get out the day after to-morrow, and he down at Palapog on the 15th or 16th."

The half-caste dropped his cigarette into the ash-tray and lighted a fresh one with a rather shaky hand, then he applauded the acrobats so vigorously that Wilson's companion turned around.

"Hullo, Señor Dagujob, I didn't expect to see you here! A grave government official like yourself should have other things to do."

Carlos Dagujob got up with a laugh. "I can't be at work all the time, señor. I came in to-night to see those acrobats, as I was told they were so clever," he spoke in the stilted English of one to whom the language was not very familiar. "But now I must go back. The rest will not interest me, I fear."

He raised his hat, and turned towards the door.

"Who was that?" asked Wilson.

"One of their new native officials, the Registrar of the High Court, a half-breed, a mestizo, so we call them here."

Well, is there any fresh gear you will want?" and they began to talk again of professional matters.

Meanwhile, Señor Dagujob had made his way to the bar, where he gulped down an absinthe as if he needed the stimulant; then he glanced round the place, and his eye fell on Mr. John Page, who was scowling at the company in general from behind a huge stein of beer.

The half-caste walked over to him, and took a chair at the same table.

"Do you know where to find Captain Tomlinson?" he asked hurriedly.

Mr. Page shook his head. "Don't know where he's lodging now," he answered sulkily.

(Continued on Page 8.)

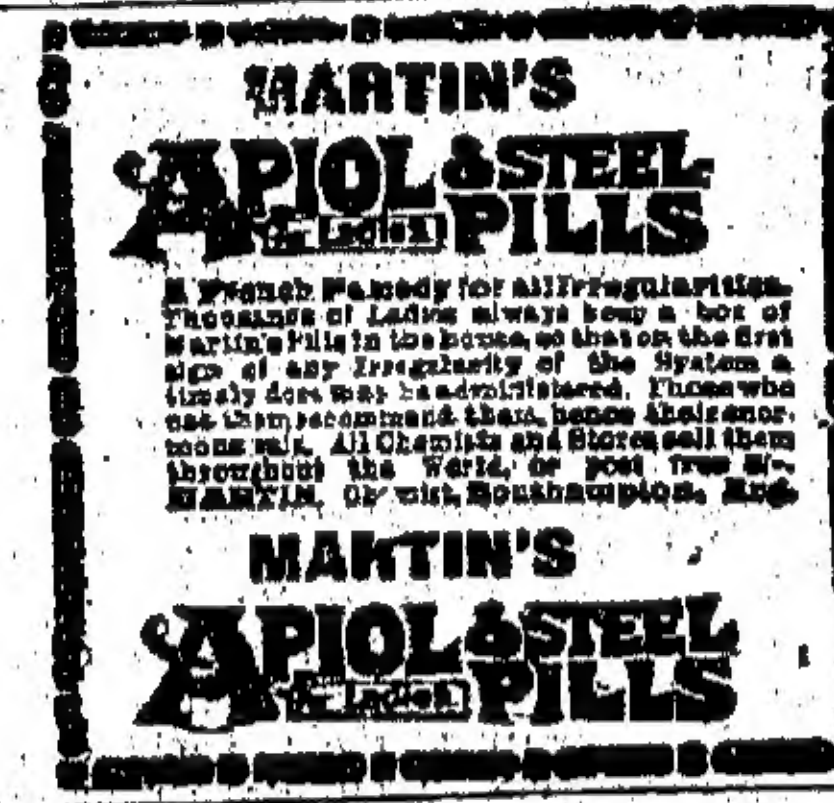


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FROM NEW YORK.

THE Steamship

"INDRAVELLI," Captain F. St. G. Wise, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 15th inst., at 10 A.M.

Date of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 9th June, 1912. [809]

SOCIETA NAZIONALE DI SERVIZI MARITIMI

NOTICE TO CONSIGNEES.

FROM BOMBAY.

THE Steamship

"ISCHIA," having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 17th inst., at 9.30 A.M.

No Fire Insurance has been effected. CABLEWITZ & Co., Agents.

Hongkong, 10th June, 1912. [4]

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ EITEL FRIEDRICH," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th June, at 9.30 A.M.

All Claims must reach us before the 26th June, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer carries Cargo: Ex ss. "Admiral" from Zanzibar via Aden. Ex ss. "G. Hermann" from Zanzibar via Aden.

NORDDEUTSCHER LLOYD, MELCHERS & Co., General Agents.

Hongkong, 12th June, 1912. [5]

AMERICAN AND MANCHURIAN LINE

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"KANSAS," Captain R. Linklater, having arrived from the above Port, Consignees of Cargo are hereby informed that an Average Bond is lying at the Office of the Undersigned for their Signature, and that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 19th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 15th June, 1912. [821]

ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER. B.C.
SEATTLE &
PORTLAND (Or.).
 VIA
SHANGHAI AND JAPANESE PORTS.
 CARRYING CARGO ON THROUGH BILLS OF
 LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
"HERCULES," 2nd July.	"HERCULES," 2nd July.

To be followed by other Steamers of the Company at regular intervals.
 Calling at AMOY and KEELUNG if sufficient inducement offers.
 The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
 Special Parcel Express to America and Canadian Ports.
 For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.
 TELEPHONE No. 180. KING'S BUILDING, PRAYA CENTRAL

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS
 TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,020 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 22nd June, S.S. "SALAMIS" 10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers to CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
 MANAGING AGENTS.

GOING HOME.

A HOLIDAY AT HOME AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

"Every 'travel wise' tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
KOREA	18,000	TUESDAY	18th June, at 1 p.m.
SIBERIA	18,000	TUESDAY	2nd July, at 1 p.m.
CHINA	16,200	TUESDAY	9th July, at 1 p.m.
MANGHURIA	27,000	TUESDAY	16th July, at 1 p.m.
NILE	11,000	TUESDAY	30th July, at 1 p.m.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 p.m.
PERSIA	9,000	TUESDAY	27th Aug., at 1 p.m.
KOREA	18,000	TUESDAY	3rd Sept., at 1 p.m.

• INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

HONGKONG, CANTON, MACAO &

WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

SATURDAY, 15TH JUNE, 1912.
 8 a.m. "FATSHAN." 8 a.m. "KINSHAN."
 10 p.m. "KINSHAN." 5 p.m. "HONAM."

SUNDAY, 16TH JUNE, 1912.
 10 p.m. "HONAM." 4 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651
 HONGKONG TO MACAO.
 Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf
 Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
 MACAO TO HONGKONG.
 Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 16TH JUNE.

The Company's Steamship "HEUNGSHAN."
 Will depart from the Company's WING LOK STREET WHARF at 9 a.m.
 Departure from Macao at 8 p.m., landing at Wing Lok Street Wharf.
 N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.
 This Steamer connects with the excursion steamer leaving Macao at 8 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.
 Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.
 JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SALAMIS," 588 tons, and S.S. "NANNING," 569 tons.
 One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANJUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
 Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions (First Floor), opposite the Blake Pier. [143]

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
 MONTHLY FAST DIRECT SERVICE TO TRIESTE.
 VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUER AND PORT SAID.
 S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 5 p.m.

S.S. "KORBER," 9,900 tons, will leave as above on 5th July.
 Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates, Hongkong-Trieste, Venice, 250 1st, 250 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.
 S.S. "SILESIA," 11,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 29th June.
 S.S. "PERSIA," 12,500 tons, will leave for TRIESTE, FIVRA and VENICE, via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SUER, PORT SAID, on 2nd July.
 These Steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice 243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.
 CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
 Hongkong, 13th June, 1912. "Princes' Building." [155]

SWEDISH EAST ASIATIC CO., LTD.
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 DESTINATION STEAMERS TONS DATE OF SAILINGS.
 COPENHAGEN & BALTIC "CEYLON" ... 9,500 ... On 15th June.
 SHANGHAI, YOKOHAMA, KOBE AND MOJI "CANTON" ... 6,500 ... On 29th June.

For Freight and Further Particulars, apply to
ARTHUR NIELSSON & CO.
 YORK BUILDINGS, TOP FLOOR.

TOYO KISEN KAISHA
 TRANS-PACIFIC
WESTERN PACIFIC
DENVER AND RIO GRANDE
 TRANS-CONTINENTAL
TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.
 S.S. TENYO MARU ... 21,000 tons.
 S.S. CHIYO MARU ... 21,000 tons.
 S.S. SHINYO MARU ... 21,000 tons.

AND
 S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).
 HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
 Through Tourist Sleepers.
 Dining Cars—Observation Cars.
 Electric Light—Electric Fans, Union Depots.
 New lands, office and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Pepper River Canon—and the Royal Gorge of Colorado.
 Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points.
 When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,
 GENERAL ORIENTAL AGENT,
 17, WATER STREET, YOKOHAMA,
 AND KING'S BUILDING, HONGKONG

RUSSIAN VOLUNTEER FLEET

THE Steamers of the RUSSIAN VOLUNTEER FLEET will call at Hongkong twice a month regularly.
 First-class steamers manned by European crews only.
 Low passage rates.
 Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and fresh water baths. First-class cuisine. Medical attendance and medicaments free on board.
 NEXT PROJECTED SAILINGS FROM HONGKONG:
 OUTWARD BOUND. HOMEWARD BOUND.

VIA	VIA
NAGASAKI, VLADIVOSTOK.	SINGAPORE, PENANG, COLOMBO, JIBUTI, HONOLULU, JEDA, PORT SAID, BEYROUT, CONSTANTINOPLE, THEODOSIA, BATUM, ODESSA.
The S.S. "PERM," 4,149 R.T., Commander J. Kaban, will call at Hongkong about 25th of June.	The S.S. "KOURSK," 6,400 R.T., Commander G. Padalka, will call at Hongkong at the end of June.

N.B.—The exact day of calling both steamers at Hongkong will be published after receiving the telegrams about their leaving last port.

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok-Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express Trains. Also a line between Vladivostok and Kamchatka and Saghalin ports.

For Freight, passages and further particulars, apply to
 CAPTAIN D. A. LUKHMANOFF, AGENT,
 OFFICE TELEPHONE No. 1224. HOTEL MANSIONS, Nos. 12A and 14, Third Floor, RESIDENCE TELEPHONE No. K 60. [117]

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 20th June, 4 p.m.
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hilo and Cebu	On 29th June, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong 12th June, 1912. PHILIPPINES S.S. Co. [113]

CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Minister, Rev. C. H. Hickling. 11 a.m. Worship. Hymns 25, 228; Psalm 8 (Witchester); Magnificat, Anthem, "What are these?" (Stainer). 6 p.m. Worship. Hymns 392, 102, 235, 275, and 267.
 ST. JOHN'S CATHEDRAL, Hongkong, 15th June, 2nd Sunday after Trinity. Holy Communion 8.15 a.m. Matins (11 a.m.) (Full Choir). Responses, Festival; Venite, Kyrie, Psalms, of the 16th morning; Te Deum, Garrett in D; Jubilate, Garret in G; Anthem, "Author of Life divine," Adm. Holy Communion (11.45 a.m.). Kyrie, Thorne in E minor; Hymns, 266, 317. N.B.—Psalm 79, verses 1, 5, 6, 9, 14 in unison. 20, verses 4, 7, 14, 19 in unison. 8, 11, verses 1, 9, 11 and G. 2 in unison. Evening (5.45 p.m.). Responses. Festival, Psalms, of the 16th evening; Magnificat, Elvey (2nd evening); Nunc Dimittis, Smart (2nd morning); Hymns, 540, 165, 31; Org. a Recital, Wednesday, June 26th, at 9.15 p.m.

UNCLAIMED TELEGRAMS.

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Bookmark	Adelaide
Chofoonlong Chop Kongsang	Wellingtown
Chowkauch	Wellingtown
Cow Dock Jung Cow Seven	Reao, Nev.
Comaught Road	Reao, Nev.
Doyamatomogoro Care Japan	Thursday Island
ess Hotel	Namding
Fungky	Weihaiwei
Fenwick	Weihaiwei
Helaguan Care Eastern Exten	Yunnanfu
tion Telegraph	San Francisco
Hongkong West-point	Rangoon
Katkeke	Manila
Kwongchun	Manila
Mrs. Thayer Kruulua	Manila
Narciso	Manila
Oberleutnant Caesar Schiefel	Stettin
Patricia	Singapore
Phowtung	Hobart
Pogkee 76 Jervois Street	Alorstar
Poigraud Passenger Goeben	Chobo
Yanchoong Yomati	Cebu
Sesguff	Calcutta
Tungku	Haliphong
Yingchiang	Victoria, B.C.
0033	Fochoch
1158	Tientsin
135, Des Vaux Road	San Francisco

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESS	FROM
Bowhangchong	...
Frater	...
Hengbio	...
Kuecheong	...
Macpherson, Poria	...
Nagasetsuhiko ojo Matsubara	...
Hotel	...
Weedli	...
0006 3383 0288 1490 31	...
0 22 3883 0207 6 68 0355 6774	...
2332	...
0719 2429 6386 6689	...
1795, 2052	...
1781 3458	...

HONGKONG TIDE TABLE.

From 15th to 21st June, 1912.

Day of Week	Days of Month	HIGH WATER.		LOW WATER.	
		H'kong. Mean Time.	Height.	H'kong. Mean Time.	Height.
Sat.	15	h. m.	ft. in.	h. m.	ft. in.
Sun.	16	10 37	4 0	3 57	0 1
Mon.	17	11 36	3 9	4 43	0 3
Tues.	18	10 05	3 8	5 31	0 4
Wed.	19	10 40	8 0	6 22	0 2
Thurs.	20	11 35	3 2	4 30	3 3
Fri.	21	12 30	3 9	5 26	3 5
		0 41	6 8	8 10	0 7
		3 25	4 1	6 39	3 6
		2 36	6 1	9 6	1 2

WEATHER REPORT.

On the 14th at 12.30 p.m.—The anti-cyclone, still lies to the E. of Hokkaido, though it is weakening.

A depression has formed over the lower Yangtze Valley.

The depression which lay over the Gulf of Tongking yesterday now lies to the N.W. of Hainan.

Fresh S. winds veering to S.W. may be expected along the E. coast of China, and moderate winds over the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.57 inches.

The forecast for the 24 hours ending at noon to-day is as follows.

DISTRICT FORECAST.

Hongkong & Neighbourhood

South coast of China between Light or variable Hongkong and Lanouka. winds.

South coast of China between Same as No. 1. Hongkong and Hainan

S.W. winds, moderate; cloudy, squally, showery.

PASSENGERS.

ARRIVED.

Per *Haitan*, for Amoy, Misses Sullivan, Carvalho, Chapman; for Foochow, Mr. M. S. Northcote.

Per *Tean*, from Manila, Messrs. J. McLaughlin, A. Hill, Albert Bony, H. W. Williams, Willem de Haas and Chas. H. Soar.

Per *Shingyo Maru*, for Hongkong, from San Francisco, etc., Mr. and Mrs. E. O. Blosser and infant, Mr. C. B. Carter, Mrs. L. F. Colton, Mrs. E. O. Clayton, Mr. and Mrs. P. B. Dugan, Mr. and Mrs. Dunbar and child, Mr. G. Fairchild, Mr. B. Fessenden, Mr. P. Getty, Mr. and Mrs. W. H. Hay, Mr. J. Hupden, Mr. R. W. Hills, Mr. O. C. Hansen, Mr. L. D. Hargis, Mr. A. W. Lawrence, Mr. A. Lomest, Mrs. F. M. Oederik, Mr. G. Romer, Mr. J. H. Spear (Pilot), Mr. and Mrs. Sumi and infant, Mr. and Mrs. E. W. Switzer, Mr. Y. Tsutsumi, Mr. G. A. Yonta and Mr. K. Yamaguchi.

VESSLS PASSED ANJER.

May 18, British str. *Oupack*, Wallace, May 18, from Batavia for Amsterdam.

May 19, British str. *Glaucus*, Culham, April 7, from Amsterdam for Batavia.

May 18, Dutch str. *Celebes*, Schalten, from Amsterdam for Batavia.

May 19, Dutch str. *Ternate*, Ruhaak, March 28, from Rotterdam.

May 23, Dutch str. *Ophir*, Audendijk, May 23, from Batavia for Rotterdam.

May 23, Dutch str. *Breschi*, Bunge, April 13, from Rotterdam for Batavia.

May 23, British str. *City of Lincoln*, May 23, British str. *City of Lincoln*, May 24, Dutch str. *Mercur*, Werkhoven, May 24, from Batavia for Rotterdam.

May 25, Dutch str. *Kavi*, de Boer, April 20, from Rotterdam for Batavia.

May 25, British str. *Tantalus*, Bevan, April 25, from Batavia for Amsterdam.

May 26, German str. *Sofingen*, Paulsen, April 24, from Hamburg for Batavia.

May 27, British str. *Islander*, Deans, May 25, from Singapore for Christmas Island.

May 30, Dutch str. *Bintang*, April 21, from Antwerp for Tripoli.

May 30, Dutch str. *Banda*, Terwiss, April 21, from Amsterdam for Batavia.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory June 14th

Barometer	at 2 p.m.	at 6 a.m.	at 2 p.m.
29.73	29.71	29.73	
Temperature	81	81	
Humidity	80	89	
Wind Direction	South	SW	calm
Force	1	2	0
Weather	0	0	0
Rain	—	0.57	—

Highest open air Temperature on 13th, 84° Lowest open air Temperature on 13th, 81°

SHIPPING

ARRIVALS.
 BAYERN, German str., 5,085, Bremer, 14th June—Shanghai 11th June, General—Hamburg-Amerika Line.
 COMET, British barque, 2,600, W. J. Davis, 13th June—New York 3rd Feb., Case Oil—Standard Oil Co.
 FOCHOW, British str., 1,228, Cowin, 13th June—Newchwang 7th June, General—Butterfield & Swire.
 MYRMIDON, British str., 2,081, Horswell, 13th June—Liverpool 5th May, General—Butterfield & Swire.
 PITANULON, German str., 1,267, D. Reimers, 14th June—Swatow 13th June—General—Butterfield & Swire.
 PROFIT, Norwegian str., 715, A. Olsen, 13th June—Haiphong 11th June, General—Aagaard, Thorsen & Co.
 SHINYO MARU, Japanese str., 7,220, H. S. Smith, 14th June—San Francisco 18th May, Mails and General—Toyo Kisen Kaisha.
 TEAN, British str., 1,348, A. W. Outerbridge, 14th June—Manila 11th June, General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 June 14th.

CHUOYANG, British str., for Shanghai.
 DAGNY, Norwegian str., for Swatow.
 HELEN, German str., for Tientsin.
 HUICHONG, British str., for Moji.
 NAMBA, British str., for Liverpool.
 TAIYUEN, Dutch str., for Amoy.
 TOSHIYOSHI, Dutch str., for Moji.
 TOSHIYOSHI, Dutch str., for Hongkong.
 WINGKANG, British str., for Shanghai.

DEPARTURES.

June 14th.
 DRUMFAR, Norwegian str., for Bangkok.
 FOCHOW, British str., for Canton.
 FAN, Norwegian str., for Cheloo.
 HAIYAN, British str., for Swatow.
 HONG BES, British str., for Amoy.
 KWANGTUNG, Chinese str., for Canton.
 SAKTA, Italian str., for Bangkok.

SHIPPING REPORT.

The British str. Tean reports: Moderate S.E. winds and sea, overcast and showery latterly.

VESSELS EXPECTED.

THE AMERICAN MAIL.
 The P.M. str. Siberia from San Francisco left Yokohama on the 12th June, en route to Hongkong and is due to arrive at Hongkong on the 21st June.
 The P.M. str. Manchuria left San Francisco on the 9th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.
 The T.K.K. str. Chigo Maru will be despatched from San Francisco for Hongkong via ports on the 14th June.
THE AUSTRALIAN MAIL.
 The I.G.M. str. Prinz Sigismund left Sydney on the 1st June, at 11 a.m., and may be expected here on or about 24th June.
 The E. & A. str. St. Albans left Sydney on the 8th June, at 10 a.m., and is due here on the 20th June.
MERCHANT STEAMERS.
 The "Moral Line" str. Atholl left the United Kingdom on the 20th May, for Hongkong via the Straits.
 The Swedish East Asiatic Co.'s str. Ceylon will leave Shimoda on the 11th June, and is expected here on the 15th June.
 The O.S.K. str. Canada Maru from Tacoma left Shanghai for this port on the 12th June, and is expected here next Saturday, the 15th June, p.m.
 The P. & O. str. Panga left Singapore for this port on the 11th June, at 6 a.m., and is due here on the 16th June, at about 6 a.m.
 The I.G.M. str. Prinz Sigismund left Yokohama on the 7th June, a.m., and may be expected here on or about the 17th June, a.m.
 The str. Glenroy left Singapore on the 11th June, and is due here on or about the 17th June, a.m.
 The Apec str. Catherine Apec from Shanghai and Kobe left Moji on the 12th June, p.m., and may be expected here on or about the 17th June.
 The N.Y.K. str. Tosa Maru (Bombay Line) left Bombay for this port on the 31st May, and is expected here on the 18th June.
 The Danish str. Siam left Singapore on the 12th June, and may be expected here on or about the 19th June.
 The T.K.K. str. Kyo Maru sailed from Manzanilla on the 9th June, for Hongkong, and is expected to arrive here on the 24th July.
 The Swedish East Asiatic str. Canton left here on or about the 29th June.
 The str. Indravelli passed the Suez Canal on the 10th May, for Hongkong direct.
 The str. Glenroy passed the Suez Canal on the 11th June for Hongkong via Straits.
 The str. Bentwaters, from Leith, Middlesbrough, and London, left Singapore on the 13th June for Hongkong.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopang, from Calcutta, is due in Hongkong 18th June.
 Hangang, from Shanghai, is due in Hongkong on the 16th June.
 Indradon, from New York, is due in Hongkong on the 7th July.

SHIRE LINE.

Carmarthenshire, from London, is due in Hongkong 20th July.
 Pembrokehire, from London, is due in Hongkong 26th June.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Itola, from Moji, is due in Hongkong 15th June.
 Itada, from Rangoon, is due in Hongkong 20th June.

LATEST STEAMER MOVEMENTS.

The Yokohama office of the C.P.R. is in receipt of a wireless message from the R.M.S. Montezuma, which left Hongkong on the 1st June, and Yokohama on the 9th June, advising all well. This message was sent on the 13th June, at 9 p.m., when the vessel was 1,298 miles distant from Japan.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	DEPART.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—
LONDON, VIA USUAL PORTS OF CALL.	ARCALIA	Brit. str.	—
LONDON, ROTTERDAM & ANTWERP	GLENSK	Brit. str.	—
ROTTERDAM, HAMBURG & ANTWERP, &c.	DENBIGHSHIRE	Brit. str.	k.w.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	k.w.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k.w.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRASLIA	Ger. str.	k.w.
HAVE, BREMEN & HAMBURG, &c.	ALBIA	Jan. str.	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IYO MARU	Ger. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LIBERTY	Ger. str.	k.w.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SEGOVIA	Ger. str.	—
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TAMBA MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	CANADA MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	TACOMA MARU	Jap. str.	—
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	DERFFLINGER	Ger. str.	—
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	AFRICA	Aut. str.	—
TRIESTE, FLORENCE, VENICE VIA SINGAPORE, &c.	LOTHIAN	Aut. str.	—
NEW YORK	INDRAMAYO	Brit. str.	2 m.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF INDIA	Brit. str.	2 m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGUE	Brit. str.	—
VANCOUVER VIA SHANGHAI, JAPAN, &c.	FORSA	Am. str.	—
SAN FRANCISCO VIA KEELUNG & JAPAN, &c.	SHINYO MARU	Jap. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CEYLON	Swed. str.	—
COPENHAGEN & BALTIC PORTS	PRINZ SIGISMUND	Ger. str.	—
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—
AUSTRALIAN PORTS VIA MANILA	KIYO MARU	Jap. str.	—
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	ITINDA	Aut. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	SILBIA	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	KAMO MARU	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	HOPANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	PRINZ WALDEMAR	Ger. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	YAWATA MARU	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	TULIOWANG	Dut. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	LIYAN	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	TOTOMI MARU	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	POONA	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	TOSA MARU	Jap. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	CHINHOA	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	ASATA	Brit. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	REHUT	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	HANGKANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	PRINCE OF WALES	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	YOKOR	Ger. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	CANTON	Ger. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	SILBIA	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	DENBIGHSHIRE	Aut. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	KOBESSE	Dut. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	TUNOAS	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	KAMO MARU	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	DAIGO MURU	Jap. str.	2 h.
YOKOHAMA & KOBÉ VIA SHANGHAI	HAINUN	Brit. str.	2 h.
YOKOHAMA & KOBÉ VIA SHANGHAI	HAITANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	HAICHING	Brit. str.	2 h.
YOKOHAMA & KOBÉ VIA SHANGHAI	HAITAN	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	YUENSANG	Brit. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	TRAN	Am. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	CAPHO	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	LOONGANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	KAIKONG	Am. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	RUBI	Am. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	TIPANAS	Dut. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	COLOMBO MARU	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	FOOKSANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	ITOLA	Jap. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	JINSEN MARU	Ger. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	BORNEO	Brit. str.	1 m.
YOKOHAMA & KOBÉ VIA SHANGHAI	OSANG	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	JESSELTON	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	CHINWANTAO	Brit. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	SI-KIANG	Fre. str.	—
YOKOHAMA & KOBÉ VIA SHANGHAI	KWANG CHOW WANG & HAIPHONG	—	—

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 TO SAIL
 FOR SINGAPORE, PENANG & CALCUTTA: FOOKSANG ... Saturday, 15th June, Noon.
 FOR SINGAPORE, PENANG & CALCUTTA: YUENSANG ... Saturday, 15th June, 2 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA: ONSENG ... Monday, 17th June, Noon.
 FOR SINGAPORE, PENANG & CALCUTTA: LOONGSANG ... Saturday, 22nd June, 2 p.m.
 FOR SINGAPORE, PENANG & CALCUTTA: HOPANG ... Saturday, 22nd June, Noon.
 FOR SINGAPORE, PENANG & CALCUTTA: HANGSANG ... Sunday, 23rd June, D'light.

RETURN TOURS TO JAPAN.
 (OCCUPYING 24 DAYS).
 The Steamers "KUTSANG," "NAMANG," and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A daily qualified surgeon is also carried.
 Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.
 Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Waihaiwei, Cheloo and Newchwang.
 Telephone No. 215, Sub. Exch. 4.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,** GENERAL MANAGERS.
 Hongkong, 15th June, 1912.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND RANGOON.

EASTWARD.
 The S.S. "ITINDA" 5,251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBÉ on 20th June, at Daylight, to be followed on 5th July by S.S. "FULTALA," 4,154 tons, Captain H. Chidley, taking Cargo and Passengers at Current Rates.

WESTWARD.
 The S.S. "ITOLA" will leave Hongkong for SINGAPORE, PORT SWETENHAM, PENANG and RANGOON on 19th June, at Noon, followed by the S.S. "MUTTRA" taking Cargo and Passengers at Current Rates.
 The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,** AGENTS.
 Telephone No. 215, Hongkong, 12th June, 1912.

"SHIRE" LINE OF STEAMERS.

LIMITED.
PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

FOR STRAITS, DATE OF DEPARTURE
 SHANGHAI, KOBÉ & YOKOHAMA ... "PEMBROKESHIRE" ... About 24th June.
 LONDON & ANTWERP ... "DENBIGHSHIRE" ... About 30th June.
 LONDON & ANTWERP ... "MORMOUTHSHIRE" ... About 15th July.
 SHANGHAI, KOBÉ & YOKOHAMA ... "CARMARTHENSHIRE" ... About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.
 For Freight or Passage, apply to **JARDINE, MATHESON & Co., LTD.,** AGENTS.
 Hongkong, 15th June, 1912.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER
 AND
THE CANADIAN PACIFIC RAILWAY
 PROPOSED SAILINGS FROM HONGKONG AND QUEBEC
 SUBJECT TO ALTERATION.

FOR VANCOUVER.
 1912
 "EMPEROR OF INDIA" Sat. 22nd June
 "EMPEROR OF JAPAN" Sat. 13th July
 "MONTAGUE" Sat. 3rd Aug.
 "EMPEROR OF INDIA" Sat. 24th Aug.

FOR LIVERPOOL.
 1912
 From Quebec. Fri. 19th July.
 "ALLAN LINE" "EMPEROR OF IRELAND" Fri. 9th Aug.
 "ALLAN LINE" "EMPEROR OF BRITAIN" Fri. 20th Sept.

Steamships leave HONGKONG at 6 p.m.
 THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. connecting with V.I.P. Steamships, 14,500 tons and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons and register, thus providing a comfortable and speedy through route to Europe.
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.
 Hongkong to London, 1st Class, via Canadian Atlantic Ports or New York £71.10
 Hongkong to London, Intermediate Steamship, "243" "245" "246" "247" "248" "249" "250" "251" "252" "253" "254" "255" "256" "257" "258" "259" "260" "261" "262" "263" "264" "265" "266" "267" "268" "269" "270" "271" "272" "273" "274" "275" "276" "277" "278" "279" "280" "281" "282" "283" "284" "285" "286" "287" "288" "289" "290" "291" "292" "293" "294" "295" "296" "297" "298" "299" "300" "301" "302" "303" "304" "305" "306" "307" "308" "309" "310" "311" "312" "313" "314" "315" "316" "317" "318" "319" "320" "321" "322" "323" "324" "325" "326" "327" "328" "329" "330" "331" "332" "333" "334" "335" "336" "337" "338" "339" "340" "341" "342" "343" "344" "345" "346" "347" "348" "349" "350" "351" "352" "353" "354" "355" "356" "357" "358" "359" "360" "361" "362" "363" "364" "365" "366" "367" "368" "369" "370" "371" "372" "373" "374" "375" "376" "377" "378" "379" "380" "381" "382" "383" "384" "385" "386" "387" "388" "389" "390" "391" "392" "393" "394" "395" "396" "397" "398" "399" "400" "401" "402" "403" "404" "405" "406" "407" "408" "409" "410" "411" "412" "413" "414" "415" "416" "417" "418" "419" "420" "421" "422" "423" "424" "425" "426" "427" "428" "429" "430" "431" "432" "433" "434" "435" "436" "437" "438" "439" "440" "441" "442" "443" "444" "445" "446" "447" "448" "449" "450" "451" "452" "453" "454" "455" "456" "457" "458" "459" "460" "461" "462" "463" "464" "465" "466" "467" "468" "469" "470" "471" "472" "473" "474" "475" "476" "477" "478" "479" "480" "481" "482" "483" "484" "485" "486" "487" "488" "489" "490" "491" "492" "493" "494" "495" "496" "497" "498" "499" "500" "501" "502" "503" "504" "505" "506" "507" "508" "509" "510" "511" "512" "513" "514" "515" "516" "517" "518" "519" "520" "521" "522" "523" "524" "525" "526" "527" "528" "529" "530" "531" "532" "533" "534" "535" "536" "537" "538" "539" "540" "541" "542" "543" "544" "545" "546" "547" "548" "549" "550" "551" "552" "553" "554" "555" "556" "557" "558" "559" "560" "561" "562" "563" "564" "565" "566" "567" "568" "569" "570" "571" "572" "573" "574" "575" "576" "577" "578" "579" "580" "581" "582" "583" "584" "585" "586" "587" "588" "589" "590" "591" "592" "593" "594" "595" "596" "597" "598" "599" "600" "601" "602" "603" "604" "605" "606" "607" "608" "609" "610" "611" "612" "613" "614" "615" "616" "617" "618" "619" "620" "621" "622" "623" "624" "625" "626" "627" "628" "629" "630" "631" "632" "633" "634" "635" "636" "637" "638" "639" "640" "641" "642" "643" "644" "645" "646" "647" "648" "649" "650" "651" "652" "653" "654" "655" "656" "657" "658" "659" "660" "661" "662" "663" "664" "665" "666" "667" "668" "669" "670" "671" "672" "673" "674" "675" "676" "677" "678" "679" "680" "681" "682" "683" "684" "685" "686" "687" "688" "689" "690" "691" "692" "693" "694" "695" "696" "697" "698" "699" "700" "701" "702" "703" "704" "705" "706" "707" "708" "709" "710" "711" "712" "713" "714" "715" "716" "717" "718" "719" "720" "721" "722" "723" "724" "725" "726" "727" "728" "729" "730" "731" "732" "733" "734" "735" "736" "737" "738" "739" "740" "741" "742" "743" "744" "745" "746" "747" "748" "749" "750" "751" "752" "753" "754" "755" "756" "757" "758" "759" "760" "761" "762" "763" "764" "765" "766" "767" "768" "769" "770" "771" "772" "773" "774" "775" "776" "777" "778" "779" "780" "781" "782" "783" "784" "785" "786" "787" "788" "789" "790" "791" "792" "793" "794" "795" "796" "797" "798" "799" "800" "801" "802" "803" "804" "805" "806" "807" "808" "809" "810" "811" "812" "813" "814" "815" "816" "817" "818" "819" "820" "821" "822" "823" "824" "825" "826" "827" "828" "829" "830" "831" "832" "833" "834" "835" "836" "837" "838" "839" "840" "841" "842" "843" "844" "845" "846" "847" "848" "849" "850" "851" "852" "853" "854" "855" "856" "857" "858" "859" "860" "861" "862" "863" "864" "865" "866" "867" "868" "869" "870" "871" "872" "873" "874" "875" "876" "877" "878" "879" "880" "881" "882" "883" "884" "885" "886" "887" "888" "889" "890" "891" "892" "893" "894" "895" "896" "897" "898" "899" "900" "901" "902" "903" "904" "905" "906" "907" "908" "909" "910" "911" "912" "913" "914" "915" "916" "917" "918" "919" "920" "921" "922" "923" "924" "925" "926" "927" "928" "929" "930" "931" "932" "933" "934" "935" "936" "937" "938" "939" "940" "941" "942" "943" "944" "945" "946" "947" "948" "949" "950" "951" "952" "953" "954" "955" "956" "957" "958" "959" "960" "961" "962" "963" "964" "965" "966" "967" "968" "969" "970" "971" "972" "973" "974" "975" "976" "977" "978" "979" "980" "981" "982" "983" "984" "985" "986" "987" "988" "989" "990" "991" "992" "993" "994" "995" "996" "997" "998" "999" "1000" "1001" "1002" "1003" "1004" "1005" "1006" "1007" "1008" "1009" "1010" "1011" "1012" "1013" "1014" "1015" "1016" "1017" "1018" "1019" "1020" "1021" "1022"

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE AND YOKOHAMA	POONA Capt. A. F. Vine, R.N.R.	About 17th June.	Freight only.
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA Capt. R. A. Peters	3 P.M. 20th June.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Cockman, R.N.R.	About 20th June.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	ARCADIA Capt. S. Barham	Noon, 22nd June.	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 14th June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 15th June, 11 a.m.
HAIPHONG	"SINGAN"	On 16th June, 7 a.m.
MANILA, CEBU and ILOILO	"TEAN"	On 18th June, 4 p.m.
SHANGHAI	"CHINHUA"	On 20th June, 4 p.m.
SHANGHAI	"ANHUI"	On 22nd June, 4 p.m.
MANILA, CEBU and ILOILO	"KAIFONG"	On 25th June, 4 p.m.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, through-out and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through bill of lading to all Yangtze and Northern China Ports.

Bill of Lading to all Yangtze and Northern China Ports. SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

NEW SERVICE.

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.

Hongkong, 15th June, 1912. AGENTS

HAMBURG-AMERIKA LINIE IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRT GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAYRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE and YOKOHAMA:

S.S. SILESIA	30th June.
S.S. FUERST BUELOW	27th June.
S.S. GLODENFELS	14th July.
S.S. SUBVIA	29th July.

For Further Particulars, apply to—

HOMeward.

For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BAYERN	15th June.
For MARSEILLES, HAYRE & HAMBURG:	S.S. LIBERIA	25th June.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	30th June.
For HAYRE, BREMEN & HAMBURG:	S.S. ALESIA	1st July.
For MARSEILLES, HAYRE & HAMBURG:	S.S. EGOVIA	14th July.
For ROTTERDAM, HAMBURG & ANTWERP:	S.S. BRASILIA	17th July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE ST. ALBANS	On 28th June.	On 22nd June. On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 18th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 21st June, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 25th June, at 11 A.M.

For SWATOW AND RETURN.

"HAIYANG" ... Capt. A. H. Stewart ... SUNDAY, 16th June, at 10 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th June, 1912

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S. "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers— BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

2471

OSAKA SHOSEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—
From Manila ... G. \$130.00
From Hongkong, Shanghai and Keelung ... G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama ... G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco ... G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "measure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 16th June, at Noon.
FOOCHOW via SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 19th June, at Noon.

N.B.—S.S. "KAIJO MARU" will arrive at, and Depart from Soon Yip Co.'s Wharf. (Near the Harbour Office, Praya Central).
For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

7778-7

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2nd CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG,

ON WEDNESDAY, the 19th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Due
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
STEAMER	Tons	STEAMER	Tons	
ARCADIA	7000	MOREA	11000	SUNDAY, July 21
ASSAYE	7500	MALMORA	10500	Aug. 4
DEVANHA	8000	MALDAVIA	10500	Aug. 18
DELTA	8000	MALOJA	12500	Sept. 1
INDIA	8000	HIMALAYA	7000	Sept. 15
				Sept. 21
				FRIDAY
ARCADIA	7000	MEDINA	12500	Sept. 28
ASSAYE	7500	MALWA	11000	Oct. 12
DEVANHA	8000	MOOLTAN	10500	Oct. 26
INDIA	8000	MACEDONIA	10500	Nov. 9
				Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	Tonnage	about
SYRIA	7000	June 19
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18
		November 2

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.9 SINGLE, £82.10 RETURN.

2nd " £38.10 " £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT

NIPPONYUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	IYO MARU Capt. R. Takada	7,000	WED'DAY, 19th June, at Daylight.
	HIRANO MARU Capt. H. Fraser	9,000	WED'DAY, 3rd July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
	SANUKI MARU Capt. N. Teranaka	7,000	TUESDAY, 2nd July, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. Kanouchita	5,000	MONDAY, 24th June.
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	WED'DAY, 19th June, at 5 P.M.
SHANGHAI, MOJI and KOBE	TOSA MARU Capt. T. Sato	6,000	WED'DAY, 19th June.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	About WED'DAY, 24th July.
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mooker	4,000	MONDAY, 17th June.

† To be connected with S.S. "SHIZUKA MARU" at Kobe.
Fitted with New System of Wireless Telegraphy.

† Cargo only

NEW LINE OF STEAMERS BETWEEN KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"JINSEN MARU," 4,000 tons, Capt. Machida, Saturday, 29th June

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class \$135 \$122 \$108 \$95

2nd " \$81 \$75 \$65 \$57

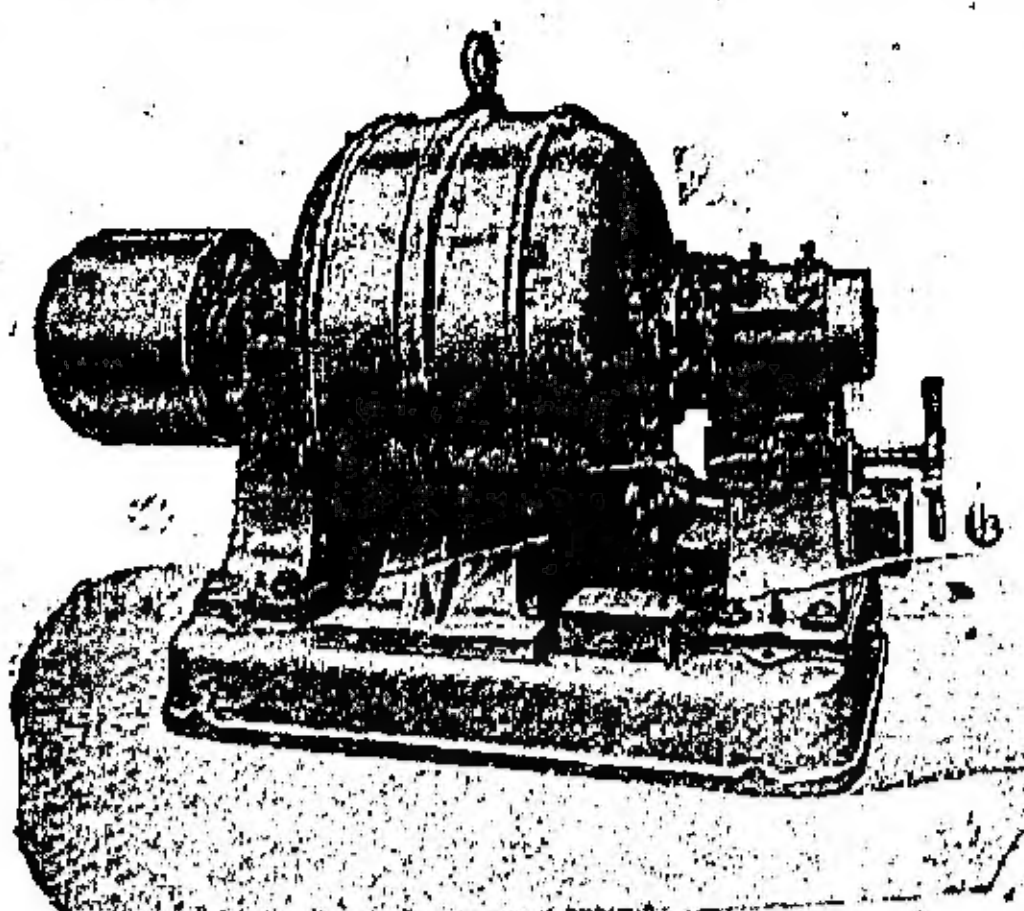
With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

712-13-655



**ELEKTIZITÄTS
ACTINGESELLSCHAFT**

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**BERGERHOF
RHL.D.**

**ELECTRIC MOTORS,
DYNAMOS,
VENTILATORS,
AND ALL KINDS OF
ELECTRICAL GOODS.**

GENERAL AGENT FOR HONGKONG AND CHINA—
HUGO C. A. FROMM.
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Houkngong, 14th June, 1912. [48-5]

AUGUST FOMM LEIPZIG = R
MANUFACTURERS OF
ALL KINDS OF
**MACHINES
AND
PRESSES**
FOR
**PRINTING AND
BOOKBINDING.**

GENERAL AGENT FOR HONGKONG AND CHINA—
HUGO C. A. FROMM.
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.
Houkngong, 14th June, 1912. [48-7]

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Extra Dry
gout american

OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Houkngong, 14th June, 1912. [48-22]

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

FOR	PER	DATE
Haiphong and Pakhoi	Handel	Saturday, 15th, 9.00 A.M.
Port Bayard	American	Saturday, 15th, 10.00 A.M.
Straits	Lothian	Saturday, 15th, 11.00 A.M.
Straits, and India via Calcutta	Fooking	Saturday, 15th, 11.00 A.M.
Philippine Islands	Tathylus	Saturday, 15th, 11.00 A.M.
Batavia, Samarang, Sourabaya and Macassar	Typanus	Saturday, 15th, 11.00 A.M.
Shanghai and North China	Kowloon	Saturday, 15th, 11.00 A.M.
Philippine Islands	Yuenyong	Saturday, 15th, 1.00 P.M.
Macao	Sui Tai	Saturday, 15th, 1.15 P.M.
Straits	Bayeri	Saturday, 15th, 4.00 P.M.
Haiphong and Pakhoi	Singon	Saturday, 15th, 5.00 P.M.
Haiphong and Pakhoi	Profil	Saturday, 15th, 5.00 P.M.
Shanghai and North China	Linas	Saturday, 15th, 5.00 P.M.
Philippine Islands, Yap, Angaur, Fred Wilhelmshafen, Rabaul, Herbertshofe, Metupi, Australia, Tasmania and New Zealand via Brisbane	Prim Stigmund	Saturday, 15th, 5.00 P.M.

Swatow	Hainan	Sunday, 16th, 9.00 A.M.
Jenelton, Kudat and Sandakan	Borneo	Sunday, 16th, 9.00 A.M.
Swatow, Amoy and Tamsui	Daigi Maru	Sunday, 16th, 9.00 A.M.
Chiananto	Onang	Monday, 17th, 11.00 A.M.
Macao	Sui Tai	Monday, 17th, 1.15 P.M.
Swatow, Amoy and Fookchow	Haiyang	Tuesday, 18th, 10.00 A.M.

FORMOSA via KEELUNG, SHANGHAI, NORTH
CHINA, JAPAN, HONOLULU, UNITED
STATES, CANADA AND SOUTH AMERICA
via SAN FRANCISCO
(EUROPE via SIBERIA)

SAIGON, STRAITS, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADE,
COVE and EUROPE via MARSEILLES
Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.
Late Letters 11.00 to NOON Extra
Postage 10 cents

Macao
Formosa via Keelung, Shanghai, North China
and Japan via Meji, Victoria, B.C.
and Seattle
Philippine Islands
Straits and Ceylon
Fort Bayard, Haiphong and Pakhoi
Swatow
Straits and Burma
Macao
Japan and Yokohama
Straits and Ceylon
Straits, Borneo, CEYLON, ADELAIDE,
WESTERN AUSTRALIA, INDIA, ADE,
COVE and EUROPE via BRINDISI
(Late Letters 11.00 to NOON, Extra
Postage 10 cents)
(Supplementary mail on board up to the
time fixed for departure of the mail
Extra Postage 10 cents)
(Letters posted in all the Pillar Boxes
in time for the first clearance will be
included in this contract mail.)
The Parcel mail will be closed
on Friday, the 21st instant, at 5 P.M.
Philippine Islands

SHANGHAI, NORTH CHINA, JAPAN, via
NAGASAKI, UNITED STATES, SOUTH
AMERICA and CANADA via VANCOUVER
(EUROPE via SIBERIA)

Empress of India

Leongang

Empress of India

Leongang

Empress of India

Leongang

Empress of India

Leongang

COMMERCIAL

CLOSING QUOTATIONS.

ON	June 14th
LONDON—	
Telegraphic Transfer	2-1
Bank Bills, on demand	2-1
Bank Bills, at 30 days sight	2-1
Bank Bills, at 4 months sight	2-1
Credits, at 4 months sight	2-1
Documentary Bills 4 months sight	2-1
PARIS—	
Bank Bills, on demand	255
Credits, at 4 months sight	260
ON NEW YORK—	
On demand	207
Bank Bills, on demand	49
Credits, at 60 days sight	50
ON BOMBAY—	
Telegraphic Transfer	151
Bank, on demand	151
ON CALCUTTA—	
Telegraphic Transfer	151
Bank, on demand	151
ON SHANGHAI—	
Bank, at sight	72
Private, 30 days sight	73
ON YOKOHAMA—	
On demand	99
ON MANILA—	
On demand—Pesos	99
ON SINGAPORE—	
On demand	121
ON HATYAI—	
On demand	121
ON SAIGON—	
On demand	121
ON HANKOW—	
On demand	121
SOVEREIGNS, Bank's Buying Rate	19.80
GOLD LEAF, 100 fine, per tola	351.40
SILVER, per oz.	28

SUBSIDIARY COINS.

Chinese	per cent
Chinese	20 cents pieces, 18.40 discount
Chinese	10 " " 18.65
Hongkong	20 " " 18.70
Hongkong	10 " " 18.50

MAILS VIA SIBERIA.

London	Shanghai
May 29th.	June 13th.

SHARE LIST.—QUOTATIONS.

HONGKONG, 14th JUNE, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$855, sellers
China Borneo Company, Limited	60,000	\$12	all	\$49, sellers
China Light and Power Company, Limited	50,000	\$1	all	\$2, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8, sellers
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7	all	\$22
DOCK AND WHARVES—				
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$61, sellers
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$47, sellers
New Amoy Dock Co., Limited	10,000	\$6	all	\$6
Shanghai Dock and Engineering Co., Ltd.	55,000	Tls. 100	all	Tls. 53
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$4, sellers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23
Hongkong Hotel Company, Limited	12,000	\$10	all	\$11
Manila Metropolitan Hotel Limited	8,000	\$50	all	\$72, buyers
Manila Metropolitan Hotel Limited	15,000	P. 10	all	P. 9
Hongkong Ice Company, Limited	50,000	\$25	all	\$212, sellers
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, buyers
Hongkong & South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$7
INSURANCE—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$224, buyers
China Fire Insurance Co., Limited	20,000	\$200	\$20	\$132, sales
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$353
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140, sellers
Union Insurance Society, Limited	12,400	\$250	\$100	\$805, sales
Yankee Insurance Association, Limited	12,000	\$100	\$50	\$190, Ex 75
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$73, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54
Maatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 68, buyers
MINE—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	35/-, sellers
Tranoh Mines, Limited	150,000	\$1	all	75/-, buyers
Heowood Tin and Rubber Estate, Ltd.	715,280	\$1	all	4/9, sellers
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINING—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$107
Luen-Sing Refining Co., Limited	7,000	\$100	all	\$33
STEAMSHIP COMPANIES—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$27, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$57, L'don
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$27, 7a. 6d.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	109/-
Star Ferry Company, Limited	10,000	\$10	all	\$56, buyers
South China Morning Post, Limited	10,000	\$10	all	\$22, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$5, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$6
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$4, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$12, sellers
Societe des Pulpes de Papeteries du Tonkin	15,000	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$300
Union Waterboat Co., Limited	100 shares	\$10	all	\$84, buyers
RUSSIAN—				
Para Rubber in London				4/9 per lb., done
Loans	Amount	Value	Interest	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
				VERNON & SYMTH, Share Brokers

TO-DAY

Accession of Emperor William II of Germany
(1888)

FORTHCOMING EVENTS.

Monday, 17th June—
Bunker Hill Day (Mass. U.S.A.)
3 P.M.—Auction of Crown Land at Morrison
Hill, by Public Works Dept.
3 P.M.—Auction of Crown Land at Inland
Lots Nos. 591 and 804, by Public Works
Dept.

Saturday, 22nd June—
Night—The China and Manila Steamship Co.,
Ltd.'s Twenty-Ninth Ordinary General
Meeting.
9.15 P.M.—A Grand Variety Entertainment
at the Palace Theatre, Mount Austin.

Sunday, 23rd June—
Prince of Wales' Birthday (1894).
Wednesday, 27th July—
3.30 P.M.—Hongkong General Chamber of
Commerce General Meeting in City Hall.

THE CIGARETTES OF DISTINCTION

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.



The
Art of Cigarette Making

In perfection is reached in Cairo
where Messrs. MASPERO FRÈRES
manufacture these two brands known as

**Bouton Rouge
and Felucca**
Egyptian Cigarettes

Made of the choicest selected Turkish Tobacco under ideal
conditions, all the delicacy of the flavour is preserved and
every BOUTON ROUGE is a masterpiece of its kind.
FELUCCA Egyptian Cigarettes are of perfect quality but
a little milder.

A Luxury to the Man of Taste

Sole Agents:
British-American
Tobacco Company,
Hong Kong.

TELEGRAM

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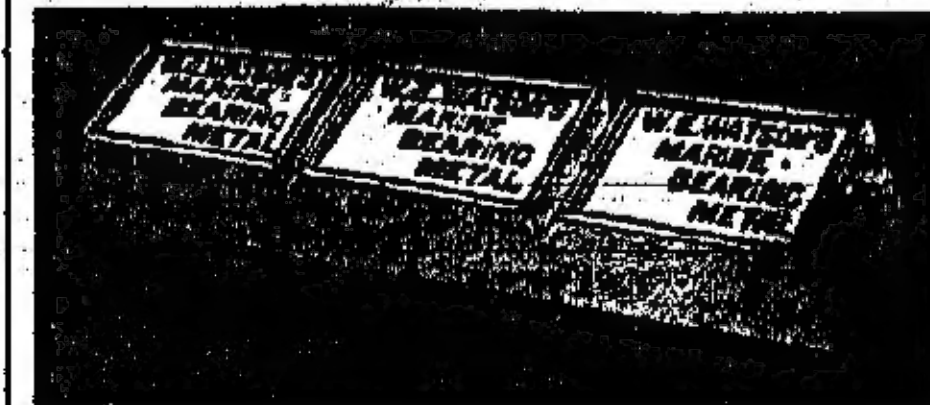
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